



# City of Morgan Hill

## City Council Staff Report

File #: 14-398, Agenda Date: 11/19/2014, Version: 1

### CITY COUNCIL STAFF REPORT MEETING DATE: NOVEMBER 19, 2014

PREPARED BY: Karl Bjarke, Public Works Director  
APPROVED BY: City Manager

### MONTEREY ROAD COMPLETE STREETS DEMONSTRATION EVENT FINAL REPORT AND CONSIDERATION OF A SIX MONTH PILOT PROJECT

#### RECOMMENDATION(S):

1. Accept final report on the October 24/25, 2014 Monterey Road Complete Streets Weekend Demonstration.
2. Direct staff to proceed with Monterey Road Complete Street Six Month Pilot Program, implementing a buffered bike lane on Monterey Road from Main Avenue to Dunne Avenue.
3. Adopt Resolution approving the City Manager's execution of a Service Agreement for Design Professionals with Alta Planning + Design for a not-to-exceed fee of \$75,000 to develop plans for the six-month pilot program and monitor the performance of the trial.

#### COUNCIL PRIORITIES SUPPORTED:

##### Ongoing Priorities

Enhancing Public Safety  
Supporting Youth

##### 2014 Priorities

Enhancing Community Engagement and Diversity  
Stimulating Economic Development

#### NARRATIVE:

At its May 21, 2014 meeting, the City Council approved a Downtown Placemaking Investment Strategy to be implemented for using former Redevelopment Agency bond proceeds on a variety of infrastructure and placemaking projects. The objective of the Investment Strategy is to design and construct improvements based on the 2009 Downtown Specific Plan which has a goal to "*make the downtown the most walkable, bike-friendly, urban, family-oriented, and transit-oriented neighborhood in Morgan Hill*".

During the outreach process prior to the May 21, 2014 adoption of the Investment Strategy, community members asked the city to consider a Complete Street approach along Monterey Road to create a more pedestrian-friendly, bike-able downtown area. Complete Streets is a transportation policy and design approach that requires public streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allows for safe travel by those

walking, bicycling, driving automobiles, riding public transportation, or delivering goods.

By reducing the four travel lanes on Monterey Road to one travel lane in each direction, this complete street project will increase the area for pedestrians and bikes and decrease the noise by moderating the flow of motor vehicles, resulting in a more vibrant downtown.

At its August 6, 2014 meeting, the Council directed staff to prepare an implementation plan for temporarily narrowing Monterey Road through the downtown on a weekend “trial basis”. A consulting services agreement with Alta Planning + Design for a “Complete Streets” demonstration event was approved.

During August, September and October, staff from City Hall and Alta Planning + Design met with a Complete Streets Committee on a weekly basis to prepare for the event. The committee was comprised of downtown business owners, community residents, and representatives of the Morgan Hill Unified School District, VTA and public safety officials. The committee developed the following goals for the project:

- Improve bicyclist and pedestrian safety in Downtown Morgan Hill
- Reduce vehicle speeds along Monterey Road between Main Avenue and Dunne Avenue.
- Reduce noise levels to improve outdoor dining and pedestrian experience.
- Create greater visual connectivity between the east and west sides of Monterey Road.
- Support the economic development of local businesses
- Make Downtown Morgan Hill a family destination

As part of their scope of work, Alta developed four alternatives and presented them to the committee and at the September 19 Placemaking Symposium. Based on an evaluation matrix prepared by the Complete Streets Committee and feedback from the Creative Placemaking Symposium and meetings with agency representatives, business owners and downtown-area residents, two alternatives were selected for the October 24-25 test: Alternative 1 - Expanded Pedestrian Space and Alternative 2B - Buffered Bike Lane. At its October 1, 2014 meeting, the City Council received a status report and directed staff to proceed with the Weekend Demonstration event.

### **Weekend Demonstration Event:**

On the weekend of October 24 and 25, staff from the City, Harris Associates, Alta Planning + Design, Street Plans Collaborative (subconsultant to Alta), and volunteers brought the two alternatives to life. Since the weekend event was intended to test the physical logistics of the new lane configuration only two blocks-First Street to Third Street-were reconfigured. Northbound Monterey Road was converted to one motor vehicle travel lane with an expanded pedestrian area and a shared bike/auto travel lane. The southbound direction was converted to one motor vehicle travel lane and a 7'-wide buffered bike lane.

The volunteers that came together to make this project happen coupled with collaboration between the city, consultants, business owners and volunteers, created an environment of teamwork that made the Weekend Demonstration a successful event. The purpose of the demonstration event was mainly to observe the strengths and weaknesses of the physical layout of the two alternatives in real-time and to allow for adjustments. Both alternatives would preserve the number of curbside parking

spaces. During the weekend demonstration some of the parking stalls were activated by the business owners leading the public to believe the lane reduction would also reduce parking. The demonstration also revealed the following:

- Expanded pedestrian area disallows U-turns.
- The buffered bike lane was the preferred alternative by Morgan Hill Fire Department.
- The buffered bike lane may potentially improve corridor for emergency vehicles by providing an area for vehicles to pull over.
- The buffered bike lane would have no impact to downtown events and parades.

The Weekend Demonstration also allowed the community to experience two blocks of downtown with new placemaking measures in place. The team answered community member's questions and gathered feedback through Post-Its placed on a couple of walls and also through printed and on-line surveys. A total of 777 surveys were collected from the community. Of those, 346 surveys were collected from citizens who experienced the weekend demonstration event and 431 surveys were received via email from citizens unable to make it to the event or those who decided to complete the on-line survey from home. A total of 12 surveys were completed by business owners. The surveys show that the community is split on the implementation of the six-month pilot program.

Surveys	Yes	No
During the Demonstration Results	70%	30%
After the Demonstration Results	43%	57%
Surveys From Business Owners	50%	50%

A full list of the survey results and comments are attached and a table of frequent comments is below:

Frequent Comments from Project Proponents:	Frequent Comments from Project Opponents:
<ul style="list-style-type: none"> <li>• Safer for bikes and pedestrians</li> <li>• Quieter downtown</li> <li>• More pleasant dining experience</li> <li>• Better atmosphere for families</li> <li>• This is why Butterfield Blvd was constructed</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic congestion concerns</li> <li>• Parking availability</li> <li>• Interrupt business and school commuters</li> <li>• Downtown businesses vitality is a concern</li> <li>• Leave Monterey Road the way it is</li> </ul>

To better understand the benefits and impacts of reducing Monterey to one lane, staff recommends implementing a six (6) month project to evaluate this significant traffic calming project. This would entail travel lane reduction and the addition of buffered bike lanes. The pilot program has the potential to transform Morgan Hill's downtown into a more walkable, bike-friendly, urban, and family-orientated neighborhood, which is consistent with the goals of the Downtown Specific Plan.

For the Council meeting, Alta Planning + Design will provide a draft of the Monterey Road Complete Street Report summarizing the Weekend Demonstration event and providing recommendations on the proposed six-month pilot program.

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**Six-Month Pilot Program**

The proposed pilot program will reduce the number of motor vehicles travel lanes within the Downtown area on Monterey Road, but in order to provide a more optimal linkage to bicycle lanes and trails and to reduce congestion in Downtown staff is proposing to begin the lane reduction just north of the Main Avenue intersection in the south bound direction and south of the Dunne Avenue intersection in the north bound direction. The outside lanes will be reconfigured into a seven-foot wide buffered bike lane. All existing on-street parking spaces will be preserved between Main Avenue and Dunne Avenue. Signage will be placed outside of downtown to direct traffic to downtown and through traffic to Butterfield.

Various metrics will be collected and analyzed during the pilot project. These metrics are expected to include mode of transportation counts, safety analysis, delay observations, side street impacts and business vitality. Some of the metrics that will be monitored include:

- Pedestrian Counts
- Pedestrian Delays at Roadway Crossings
- Noise Studies
- Bicycle Counts
- Observations of Bicycle Rider Demographics
- Bicycle Parking Counts
- Emergency Response Times
- Transit Ridership and Travel Times
- Motor Vehicle Speeds and Travel Times
- Motor Vehicle Diversions to Other Streets
- Motor Vehicle Parking Counts
- Number of Motor Vehicle, Pedestrian, and Bicycle Collisions
- Sales Tax Receipts
- Commercial Occupancy
- Business Owner Feedback
- Public Feedback

The report recommends a 6-month trial period. Previously the City Council discussed wanting flexibility to alter the time period of the test in the event conditions during the test period warrant a change of strategy. Although the test could be terminated at any time, Alta staff recommends that the pilot project be in place for a minimum of three months before considering removing it or making it permanent, as it typically takes at least three months for motorists, bicyclists, pedestrians and other users to adapt to changes to a roadway. The earliest the buffered bike lane project will be implemented is February 1, 2015.

Should the City Council direct staff to implement the pilot project, city staff will include an outreach program to communicate the purpose, goals and other details to community members, stakeholder and businesses.

**PRIOR CITY COUNCIL AND COMMISSION ACTIONS:**

On August 6, 2014, the Council directed staff to prepare an implementation and communication plan

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for a complete streets demonstration project and authorized the City Manager to enter into a consulting services agreement with Alta Planning + Design to assist staff in preparing the plan.

On October 1, 2014 the City Council received a status report on the planning efforts for the event and directed staff to proceed with the October 24/25 Weekend Demonstration Project.

### **FISCAL AND RESOURCE IMPACT:**

The Complete Streets program was not, in itself, accounted for as a project when the Council adopted the Downtown Placemaking Investment Strategy. The idea for a Complete Streets project was developed by the Downtown Stakeholders group who initially organized to discuss traffic calming ideas following the Strategy adoption. Given that a successful Complete Streets program can significantly help achieve the goals of a pedestrian and bike-friendly Downtown, staff recommends that it become a part of one of the established Investment Strategy projects - the Monterey Road Streetscape project. When the Downtown Placemaking Investment Strategy was adopted, \$2,675,000 was allocated for the Monterey Road Streetscape project. It is from this project funding source that expenses related to the Complete Streets program are recommended to be paid. To date, the Complete Streets program has expended approximately \$75,000, due to the following costs:

Alta Planning + Design	\$ 65,000
D&M Traffic Control for Weekend Demonstration	\$ 8,000
Miscellaneous materials to set up Weekend Demonstration	\$ 2,000
Total to Date	\$ 75,000

Going forward, should the Council approve the implementation of the six-month pilot, the following costs would be incurred:

Alta Planning + Design	\$ 75,000
Signing and Striping (Paint)	\$ 46,000
Community Engagement/Project Management	\$ 10,000
Total to Date	\$131,000

After the Pilot period, the city will have some options moving forward. The city may choose to: 1) leave the painted striping in place, 2) remove the buffered bike lane, or 3) upgrade the striping with thermoplastic. The estimated cost for each of these options is included table below. Costs range from an estimated \$206,000 to \$246,000 depending on the option selected.

Cost to Date	6 Month Pilot	Post Pilot Options	Total Cost
\$75,000	\$131,000	1) Leave in Place \$0 2) Remove Bike Lane Striping \$40,000 3) Upgrade Bike Lane Striping \$40,000 to Thermoplastic	\$206,000 \$246,000 \$246,000

With this reduced budget in the Monterey Road Streetscape project, it is anticipated that the design amenities will likely be reduced to offset the Complete Streets Pilot Project budget.

**CEQA (California Environmental Quality Act):**

Categorical Exemption

Exempt (CEQA Guidelines section 15304 - Minor alterations to land not involving the removal of mature trees and having no permanent effects on the environment).

**LINKS/ATTACHMENTS:**

- Complete Streets Weekend Demonstration Event Surveys
- Comments from Weekend Demonstration Event Feed Back Wall
- Final Report from Oct 24/25 Complete Streets Weekend Demonstration Event (issued via supplemental staff report)
- Resolution

## RESOLUTION NO.

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE AND ADMINISTER THAT CERTAIN SERVICE AGREEMENT WITH ALTA PLANNING + DESIGN TO PROVIDE SERVICES RELATED TO THE IMPLEMENTATION OF THE COMPLETE STREET PILOT PROGRAM ON MONTEREY ROAD**

WHEREAS, the City of Morgan Hill, a municipal corporation and general law city duly organized and existing under and pursuant to the Constitution and laws of the State of California ("City"), is authorized to enter into contracts and agreements for the benefit of the City; and

WHEREAS, the reasons supporting the entrance of the City into that certain agreement described in, and that is the subject of, this Resolution are set forth in detail in that certain City Council Staff Report entitled "MONTEREY ROAD COMPLETE STREETS DEMONSTRATION EVENT FINAL REPORT AND CONSIDERATION OF A SIX MONTH PILOT PROJECT" submitted to the City Council for consideration at its meeting of November 19, 2014, by the City Manager, the contents of which Staff Report are incorporated herein by this reference; and

WHEREAS, the consideration by City Council of the adoption of this Resolution has been duly noticed pursuant to applicable laws and has been placed upon the City Council Meeting Agenda on the date set forth in the Staff Report, or to such date that the City Council may have continued or deferred consideration of this Resolution, and on such date the City Council conducted a duly noticed public meeting at which meeting the City Council provided members of the public an opportunity to comment and be heard and considered any and all testimony and other evidence provided in connection with the adoption of this Resolution; and

WHEREAS, the activities allowed under this Resolution do not constitute a project under the provisions of California Environmental Quality Act of 1970; and

WHEREAS, the City Council determines that adoption of this Resolution is in the public interest.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORGAN HILL DOES HEREBY FIND, DETERMINE, RESOLVE AND ORDER AS FOLLOWS:

Section 1. Recitals. The City Council does hereby find, determine and resolve that all of the foregoing recitals are true and correct.

Section 2. Approval and Authorization. The City Council does further resolve, order and/or direct as follows:

- a. That the Service Agreement with Alta Planning + Design for services related to the Monterey Road Complete Street Six-month Pilot Program Design and Monitoring substantially in the form attached hereto as Exhibit A and incorporated herein by this reference (the "Agreement") is hereby approved.
- b. That the City Manager is hereby delegated authority to and is authorized and directed to execute and administer (including the authority to terminate pursuant to the terms of the Agreement) the Service Agreement substantially in the form attached hereto as Exhibit A; provided, specifically, that the total amounts to be paid by City under the Agreement shall in no event exceed Seventy Five Thousand Dollars (\$75,000).

Section 3. This Resolution shall take effect immediately upon adoption.

**PASSED AND ADOPTED** by the City Council of the City of Morgan Hill at its meeting held on this 19<sup>th</sup> day of November, 2014 by the following vote:

<b>AYES:</b>	<b>COUNCIL MEMBERS:</b>
<b>NOES:</b>	<b>COUNCIL MEMBERS:</b>
<b>ABSTAIN:</b>	<b>COUNCIL MEMBERS:</b>
<b>ABSENT:</b>	<b>COUNCIL MEMBERS:</b>

**ATTEST:**

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**IRMA TORREZ**  
City Clerk

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**STEVE TATE, Mayor**

**∞ CERTIFICATION ∞**

**I, Irma Torrez, City Clerk of the City of Morgan Hill, California,** do hereby certify that the foregoing is a true and correct copy of Resolution No. \_\_\_\_\_, adopted by the City Council at the meeting held on November 19, 2014.

**WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.**

**DATE:** \_\_\_\_\_

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**Irma Torrez, CITY CLERK**



**EXHIBIT "A"**  
**CONSULTANT AGREEMENT**

**EXHIBIT "B"**  
**SCOPE OF SERVICES**

## Pilot Project Scope of Work

The following Work Plan has been carefully organized to simplify and accelerate the design and implementation process.

### 1. Project Initiation and Management

#### 1.1 Concept Sketches for Design Considerations and Opportunities

Alta will analyze the key issue for design considerations and opportunity areas, building on the tactical urbanism demonstration project concepts. Alta staff will prepare quick concept sketches based on the tactical urbanism demonstrations project concepts and report. The concept plans will be submitted to City staff for review and approval.

#### 1.2 Project Management

Alta will provide overall Project management services, including:

- **General Project Management** –Administer the project contract, coordinate personnel, prepare and maintain the project schedule, and prepare invoicing.
- **QA/QC**– Each of our submittals will be reviewed by senior personnel to ensure that the City quality standards are met. We utilize senior level staff for all submittal reviews, and clearly communicate project requirements to the entire project team so all team members understand the project expectations.
- **Project Schedule** –Prepare and maintain a project schedule throughout the life of the pilot project. The schedule will be used as a tool to manage the project and updated as the specific milestones are achieved.
- **Project Update Meetings** – We will bi-weekly project update calls/meetings to review project status and schedule/milestone updates.

#### **Task 1 Deliverables**

- Concept sketches for approval by City staff
- Monthly billing and task progress reports

## 2. Background and Base Information

### 2.1 Design Materials

Alta will reference design standards, guidelines and best practices for signage, striping, and marking in preparing the recommendations for improvements.

Design standards, guidelines and best practices to be referenced could include:

- 1) California Manual on Uniform Traffic Control Devices (CA MUTCD)
- 2) California Highway Design Manual (HDM)
- 3) AASHTO's Guide for the Development of Bicycle Facilities
- 4) National Associations of City Transportation Officials (NATCO) Guidelines
- 5) Caltrans Standard Plans
- 6) Caltrans Standard Specifications
- 7) Americans with Disabilities Act
- 8) City of Morgan Hill Standards and Specifications

### 2.2 Aerial Base Sheets

Using aerials and field measurements (survey and topography work not included in this scope) Alta will prepare a 40 scale CAD base sheet series for use in preparing conceptual signage, striping and marking plans. The base map will utilize existing aerial photography. Base plans will generally depict, based on field verification, the following:

- Edge of pavement and/or median or curb face.
- Existing striping, signing or pavement markings that might affect a design decision or be in conflict with pilot project concept design.

### 2.3 Field Assessment

Following up on the initial tour, and Alta will perform a physical site assessment of the corridor to document existing signing, striping and markings (building on the City's inventory if it exists) and other relevant conditions to add to the base plans. The assessment will identify existing signage and striping conditions,

#### **Task 2 Deliverables**

- Project area base plans

## 3. Design Plans (90%)

Alta will prepare plans for signing and striping to implement pilot project. The design will utilize as much of the existing striping lines as possible to the greatest extent possible to reduce costs. All design plans will be prepared in AutoCAD. Edge of roadway or median/curb face roadway features, striping and other traffic control devices relevant to the design plans will be layered to reflect "existing", "to-be-removed" and "proposed" conditions. Plans will be drawn on 24 inch by 36 inch sheets. All plans will be prepared under the direction of and stamped and signed by a registered Civil and/or Traffic Engineer in the State of California.

## City of Morgan Hill - Monterey Road Complete Street Six-month Trial

## Signing, Striping and Monitoring Plan

## Alta Planning + Design

**3.1 Signage and Striping Plans**

A basic CA MUCTD-compliant design program will be provided that can be used by a signing and striping contractor to implement. The drawings will be prepared in AutoCAD on the 40 scale aerial photo base maps. The plans will address the Monterey Road corridor from just south of Dunne to just north of Main with appropriate transitions on both ends of the corridor. Alta will submit an electronic copy of the preliminary plans in PDF format for review by the City staff. Alta will revise the preliminary plans based on feedback from city staff. The City will provide Alta with a set of consolidated internally-consistent comments on the plans to provide the basis for their finalization. We will need to resolve any issues timely to stay on schedule.

This task also includes wayfinding signage to encourage the use of the Butterfield Bypass just north of Cochrane Road (southbound Monterey Road), just east of Butterfield Road (westbound Cochrane Road) and at two locations mutually agreed on with city staff at the southern end of the corridor.

*Excluded Services.* It is anticipated that the following services will not be required as part of this contract:

- Environmental permitting and documentation
- Geotechnical analysis or recommendation
- Survey
- Structural plans, including plans for retaining walls
- Right-of-way design services
- Utility relocation plans
- Traffic Control Plans
- Encroachment Plans and Permits
- Grading Plans and Permits
- Electrical plans (PGE Point of Service)

**3.2 Specifications**

We will prepare draft technical specifications for elements of striping and marking removal, sign fabrication and installation, and pavement striping and marking. We respectfully request that the City provide Alta with an example of an approved set of specifications for a similar signing and striping project approved for construction within the City of Morgan Hill such as a pavement maintenance project.

**3.3 Review Meeting**

Alta will attend a meeting with City staff to review the 90% Design Plans. The City will provide Alta with a set of consolidated and internally consistent comments to guide preparation of the 100% Design Plans.

**Deliverables**

- 90% Signage and Striping Drawings, Specifications, and Details (40 scale AutoCAD format PDF)

**4. 100% Final Design Plans, Specifications, and Estimate****4.1 Plans**

The design will be finalized based on comments on the 90% plans.

**4.2 Specifications**

We will finalize the technical specifications for elements of striping and marking removal, sign fabrication and installation, and pavement striping and marking and coordinate with the City regarding the City's finalization of contract boilerplate for bid documents.

## City of Morgan Hill - Monterey Road Complete Street Six-month Trial

## Signing, Striping and Monitoring Plan

Alta Planning + Design

**4.3 Cost Estimate**

We will prepare a cost estimate.

**4.4 Bid Package**

We will prepare the bid package.

**4.5 Traffic Signal Timing Review and Monitoring**

We will make observations during the AM, noon, and PM Peak periods to identify opportunities to modify signal timing (green times, cycle lengths, phasing) during the first week after implementation and work with the city staff and the city's on-call signal maintenance contractor to implement. This task will include one day of evaluation and one day to work with contractor to implement changes. This task will not include LOS analysis or the use of LOS software but rather performed by an experienced Professional Traffic Engineer in the State of California.

Additional days of evaluation and implementation will be charged on a time and materials basis with prior written approval by City staff.

**4.6 Contractor Field Review of Striping Layout**

We will be available for two meetings with the contractor up to 8 hours to review striping layout or resolve issues in the field.

**Deliverables**

- 100% plans (AutoCAD and PDF format)
- Technical specifications (Word)
- Estimate of probable cost (Excel)
- Bid Package

**5. Complete Street Trial Performance Monitoring**

Performance Measures were developed to analyze the performance of the Preferred Alternative over a six-month trial period based on the goals of the complete street project. The Performance Measures require intensive data collection efforts to be divided among multiple parties.

The performance measures were created by the project based on the evaluation criteria and project goals created by the stakeholder consensus group. The selected performance measures are designed to provide quantitative information regarding the impact of the proposed six-month trial on pedestrians, bicyclists, transit riders, motorists, business owners, and emergency responders.

It is important that the City allow the complete street trial to run for at least three months. This is the minimum duration of time required for motorists, bicyclists, and pedestrians to make major adjustments in their daily routines. Ending the trial any more quickly would not allow time for the “dust to settle” and for accurate and reliable data collection. The Performance Measures to be used to evaluate the success or failure of the six-month trial are listed below. These data points will be collected before the trial, three months into the trial and during the last month of the trial.

**PERFORMANCE MEASURE DEVELOPMENT**

The Performance Measures were created for the project based on the Evaluation Criteria and project goals drafted by the Stakeholder Consensus Group. The selected Performance Measures are

## City of Morgan Hill - Monterey Road Complete Street Six-month Trial

## Signing, Striping and Monitoring Plan

Alta Planning + Design

designed to provide quantitative information regarding the impact of the six-month trial on pedestrians, bicyclists, transit riders, motorists, business owners, and emergency responders.

## PERFORMANCE MEASURES

- **Pedestrian**

- Counts: Peak weekday and weekend pedestrian counts at mid-block locations along sidewalks along Monterey Road between Cochrane Road and Dunne Avenue. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.
- Delay: The wait time experienced by pedestrians at specific crossing locations during peak weekday and weekend periods, as determined by the difference in time between when the first pedestrian in a group approaches an intersection to the time the pedestrian enters the crosswalk. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.
- Noise: The sound intensity of outdoor noise measured in decibels (dB) at specific locations along Monterey Road between Cochrane Road and Dunne Avenue during free-flow traffic conditions. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.

- **Bicycle**

- Counts: Peak weekday and weekend bicycle counts at specific locations along Monterey Road between Cochrane Road and Dunne Avenue; Butterfield Boulevard between Cochrane Road and Dunne Avenue; Depot Street between Main Avenue and Dunne Avenue; Church Street between Dunne Avenue and San Pedro Avenue; Main Avenue between Hale Avenue and Butterfield Boulevard; and Dunne Avenue between Del Monte Avenue and Butterfield. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.
- Demographic: Observation- or return mail survey-based collection of age and gender information of bicyclists at specific locations along Monterey Road between Cochrane Road and Dunne Avenue. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.
- Parking: Observe the number of bicycle spaces occupied as a percent of all bicycle parking spaces available during peak weekday and weekend periods between the northern boundary of Cochrane Avenue, the eastern boundary of Caltrain right-of-way, the southern boundary of Dunne Avenue, and the western boundary of the projection of Del Monte Avenue. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.

- **Transit**

- Travel Time: Total travel time for a VTA bus to travel along Monterey Road between Cochrane Road and Dunne Avenue during peak weekday time periods. To be

## City of Morgan Hill - Monterey Road Complete Street Six-month Trial

## Signing, Striping and Monitoring Plan

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conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.

- Ridership: Total year-over-year monthly boardings and alightings within a ¼-mile of Monterey Road between Cochrane Road and Dunne Avenue.

- **Motor Vehicles**

- Speed: The 85th percentile speed of motor vehicles measured during free-flow conditions along Monterey Road between Cochrane Road and Dunne Avenue; Butterfield Boulevard between Cochrane Road and Dunne Avenue; Dewitt Avenue between Macia Drive and Dunne Avenue; Church Street between Dunne Avenue and San Pedro Avenue; Grand Prix Way between Main Avenue and Diana Avenue; and Peak Avenue between Main Avenue and Dunne Avenue. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.
- Travel Time: Total travel time for a motor vehicle to travel along Monterey Road between Cochrane Road and Dunne Avenue during peak weekday periods. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.
- Diversion: Screen line analysis of motor vehicle volumes along residential north-south facilities parallel to Monterey Road. To be conducted using pneumatic tube counters pre-trial and mid-trial.
- Parking: Observe the number of motor vehicle spaces occupied as a percent of all motor vehicle parking spaces available during peak weekday and weekend periods between the northern boundary of Cochrane Road, the eastern boundary of Caltrain right-of-way, the southern boundary of Dunne Avenue, and the western boundary of the projection of Del Monte Avenue. To be conducted pre-trial, mid-trial, and end-trial during similar weather conditions and not during any special events.

- **Safety**

- Pedestrian Collisions: Observe the number of pedestrian-related collisions reported within ¼ mile of Monterey Road between Cochrane Road and Dunne Avenue and aggregate by month starting one year before the start of the trial and ending six months after the end of the trial.
- Bicycle Collisions: Observe the number of bicycle-related collisions reported within ¼ mile of Monterey Road between Cochrane Road and Dunne Avenue and aggregate by month starting one year before the start of the trial and ending six months after the end of the trial.
- Motor Vehicle Collisions: Observe the number of motor vehicle-related collisions (not involving pedestrians or bicyclists) reported within ¼ mile of Monterey Road between Cochrane Road and Dunne Avenue and aggregate by month starting one year before the start of the trial and ending six months after the end of the trial.



## City of Morgan Hill - Monterey Road Complete Street Six-month Trial

## Signing, Striping and Monitoring Plan

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- **Economic**
  - Sales: Total year-over-year sales receipts for businesses within ¼ mile of Monterey Road between Cochrane Road and Dunne Avenue. To be aggregated by month, weighted by season, and compared with other shopping districts with similar characteristics.
  - Commercial Occupancy: Observed number of vacant commercial properties along Monterey Road between Cochrane Road and Dunne Avenue. To be observed pre-trial, mid-trial, and end-trial and weighted to available seasonal data.
- **Emergency Response**
  - Response Time: Emergency vehicle response times for routes along Monterey Road between Cochrane Road and Dunne Avenue. To be collected on a rolling basis and summarized pre-trial, mid-trial, and end-trial.
- **Subjective/Community Opinion**
  - Business Owner Opinion: Surveys of business owners within ¼ mile of Monterey Road between Cochrane Road and Dunne Avenue. To be conducted pre-trial, mid-trial, and end-trial.
  - Public Opinion: Surveys of general public. To be conducted pre-trial, mid-trial, and end-trial.

**5.1 Pre-trial Data Collection**

In the two months before the six-month trial is implemented, Alta will use the methodologies described above to collect data related to the following Performance Measures: Pedestrian Counts, Pedestrian Delay, Noise, Bicycle Counts, Bicyclist Demographics, Bicycle Parking, Motor Vehicle Speed, Motor Vehicle Travel Time, Motor Vehicle Diversion and Motor Vehicle Parking.

In the two months before the six-month trial is implemented, the City of Morgan Hill and its agencies will use the methodologies described above collect data related to the following Performance Measures and provide this data to Alta in a timely fashion: Transit Travel Time, Transit Ridership, Pedestrian Collisions, Bicycle Collisions, Motor Vehicle Collisions, Sales Tax Receipts, Commercial Occupancy, Emergency Response Time, Business Owner Opinion, and Public Opinion.

**5.2 Pre-trial Data Analysis**

Alta will analyze, summarize and standardize the data collected under Task 5.1 in easy to read charts, graphs and tables enabling useful comparisons between this data, data collected under Tasks 5.3 and 5.6 as well as year-over-year data from 2009-2014.

**5.3 Mid-trial Data Collection**

In the third month of the six-month trial, Alta will use the methodologies described above to collect data related to the following Performance Measures: Pedestrian Counts, Pedestrian Delay, Noise, Bicycle Counts, Bicyclist Demographics, Bicycle Parking, Motor Vehicle Speed, Motor Vehicle Travel Time, Motor Vehicle Diversion and Motor Vehicle Parking.

In the third month of the six-month trial, the City of Morgan Hill and its agencies will use the methodologies described above collect data related to the following Performance Measures and

## City of Morgan Hill - Monterey Road Complete Street Six-month Trial

### Signing, Striping and Monitoring Plan

### Alta Planning + Design

provide this data to Alta in a timely fashion: Transit Travel Time, Transit Ridership, Pedestrian Collisions, Bicycle Collisions, Motor Vehicle Collisions, Sales Tax Receipts, Commercial Occupancy, Emergency Response Time, Business Owner Opinion, and Public Opinion.

#### 5.4 Mid-trial Data Analysis

Alta will analyze, summarize and standardize the data collected under Task 5.3 in easy to read charts, graphs and tables enabling useful comparisons between this data, data collected under Tasks 5.1 and 5.6 as well as year-over-year data from 2009-2014.

#### 5.5 Three-month Check-in with City Council

At the end of the third month, Alta will prepare a memorandum and PowerPoint presentation summarizing the pre-trial and mid-trial data. A draft version will be provided to City staff for comment one week prior to finalizing for council agenda. Alta will revise the draft version based on one set of consolidated internally-consistent comments from City staff. Alta will attend one City Council meeting to present the findings.

#### 5.6 End-trial Data Collection

In the sixth month of the six-month trial, Alta will use the methodologies described above to collect data related to the following Performance Measures: Pedestrian Counts, Pedestrian Delay, Noise, Bicycle Counts, Bicyclist Demographics, Bicycle Parking, Motor Vehicle Speed, Motor Vehicle Travel Time, Motor Vehicle Diversion and Motor Vehicle Parking.

In the sixth month of the six-month trial, the City of Morgan Hill and its agencies will use the methodologies described above collect data related to the following Performance Measures and provide this data to Alta in a timely fashion: Transit Travel Time, Transit Ridership, Pedestrian Collisions, Bicycle Collisions, Motor Vehicle Collisions, Sales Tax Receipts, Commercial Occupancy, Emergency Response Time, Business Owner Opinion, and Public Opinion.

#### 5.7 End-trial Data Analysis

Alta will analyze, summarize and standardize the data collected under Task 5.6 in easy to read charts, graphs and tables enabling useful comparisons between this data, data collected under Tasks 5.1 and 5.3 as well as year-over-year data from 2009-2014.

#### 5.8 Draft Final Report

We will prepare a Final Report and PowerPoint presentation summarizing the pre-trial, mid-trial, and end-trial data. A draft version will be provided to City staff for comment one week prior to finalizing for council agenda. Alta will revise the draft version based on one set of consolidated internally-consistent comments from City staff.

#### 5.9 Present Final Report and Recommendations to City Council

At the end of the six-month trial, Alta will attend one City Council meeting to present the findings.

#### Deliverables

- Pre-trial data collection and analysis
- Mid-trial data collection and analysis
- Mid-trial Memorandum and City Council presentation
- End-trial data collection and analysis, Final Report and City Council presentation

## PROJECT BUDGET

### Morgan Hill Monterey Road Complete Street Trial Design & Monitoring

#### ALTA PLANNING + DESIGN TEAM

	Alta Planning + Design						Task Hours	Task Budgets
	Principal-in-charge	Project Manager (Design)	Assistant Project Manager (Monitoring)	Senior Project Engineer	Planner(s)	Staff		
	Brett Hondorp	Bryan Jones	Josh Mello					
2014 Fully Loaded Hourly Billing Rate Inflated by 5% for 2015	\$194	\$173	\$158	\$140	\$97	\$87		
Task 1: Project Initiation and Management							28.5	\$4,507
Task 1.1: Concept Sketches for Design Considerations and Opportunities	0.5	2.0	2.0	6.0	2.0		12.5	\$1,793
Task 1.2: Project Management (assumes 10 month project schedule)	1.0	10.0	5.0				16.0	\$2,714
Task 2: Background and Base Information							41.0	\$5,217
Task 2.1: Design Materials		1.0		4.0			5.0	\$733
Task 2.2: Aerial Base Sheets		2.0		8.0	8.0		18.0	\$2,242
Task 2.3: Field Assessment (and base sheet update)		2.0		8.0	8.0		18.0	\$2,242
Task 3: Design Plans (90%)							81.0	\$11,310
Task 3.1: Signage and Striping Plan	1.0	6.0	2.0	40.0	8.0		57.0	\$7,924
Task 3.2: Specifications		2.0		12.0	4.0		18.0	\$2,414
Task 3.3: Review Meeting		4.0		2.0			6.0	\$972
Task 4: 100% Final Design Plans, Specifications, and Estimate							97.0	\$14,081
Task 4.1: Plans	1.0	2.0	2.0	16.0			21.0	\$3,096
Task 4.2: Specifications	0.5	2.0		6.0	4.0		12.5	\$1,671
Task 4.3: Cost Estimate	0.5	1.0		6.0			7.5	\$1,110
Task 4.4: Bid Package		2.0		16.0		10.0	28.0	\$3,456
Task 4.5: Traffic Signal Timing Review and Monitoring		16.0	2.0				18.0	\$3,084
Task 4.6: Contractor Field Review of Striping Layout		8.0		2.0			10.0	\$1,664
Task 5: Complete Street Trial Performance Monitoring							270.0	\$28,626
Task 5.1: Pre-trial Data Collection			4.0		8.0	24.0	36.0	\$3,496
Task 5.2: Pre-trial Data Analysis	0.5	1.0	2.0		16.0	6.0	25.5	\$2,660
Task 5.3: Mid-trial Data Collection			4.0		8.0	24.0	36.0	\$3,496
Task 5.4: Mid-trial Data Analysis	0.5	1.0	2.0		16.0	6.0	25.5	\$2,660
Task 5.5: Three-month Check-in with City Council	0.5	1.0	6.0		8.0	2.0	17.5	\$2,168
Task 5.6: End-trial Data Collection			4.0		8.0	24.0	36.0	\$3,496
Task 5.7: End-trial Data Analysis	0.5	1.0	2.0		16.0	6.0	25.5	\$2,660
Task 5.8: Draft Final Report	1.0	2.0	6.0		24.0	12.0	45.0	\$4,860
Task 5.9: Present Final Report and Recommendations to City Council	1.0	6.0	6.0		8.0	2.0	23.0	\$3,130
Staff Hours	9	72	49	126	146	116	518	-
Staff Labor	\$1,649	\$12,456	\$7,742	\$17,640	\$14,162	\$10,092		\$63,741
Reimbursable Expenses (Allowance)								\$1,000
Seven-day Tube Counts (\$400/each X 18)								\$7,200
24-hour Video Bicycle and Pedestrian Counts (\$200/each X 15)								\$3,000
Project Total								\$74,941

# Monterey Road Complete Streets Project Two Day Demonstration October 24 & 25

## Electronic Survey After Demonstration Results

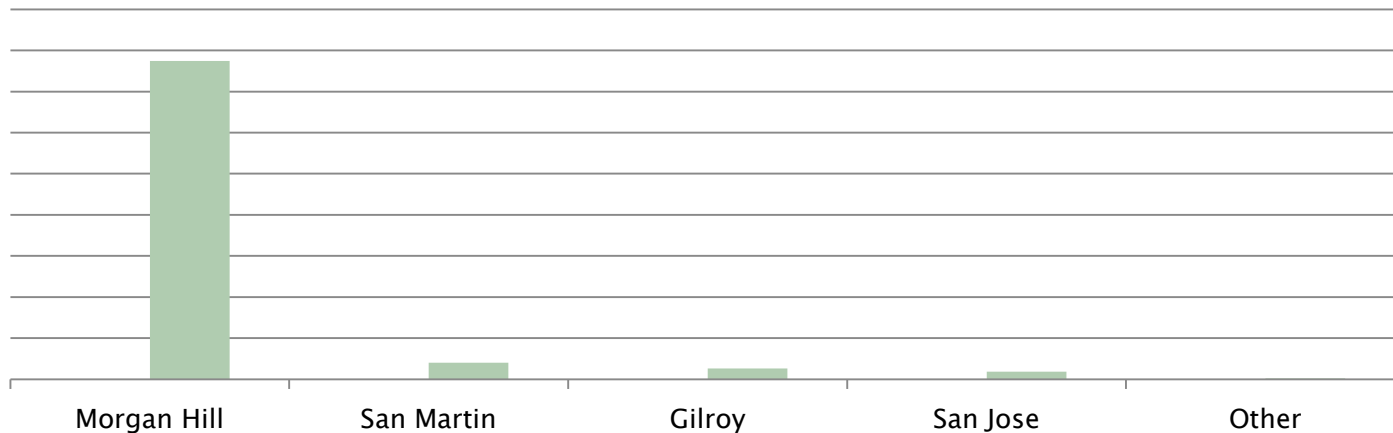


# Electronic Survey Taken After the Demonstration

- ▶ 431 Responses
- ▶ Administered via survey links in email blasts, as well as on various social media platforms

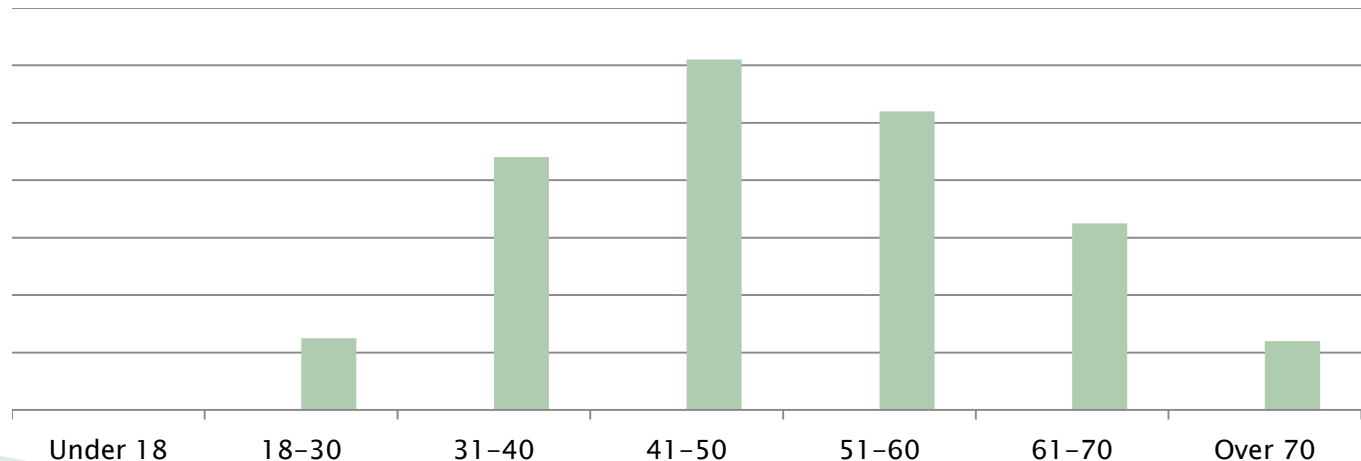
# Where do you currently live?

▶ Morgan Hill	387	(90%)
▶ San Martin	20	(5%)
▶ Gilroy	13	(3%)
▶ San Jose	9	(2%)
▶ Other	1	(<1%)



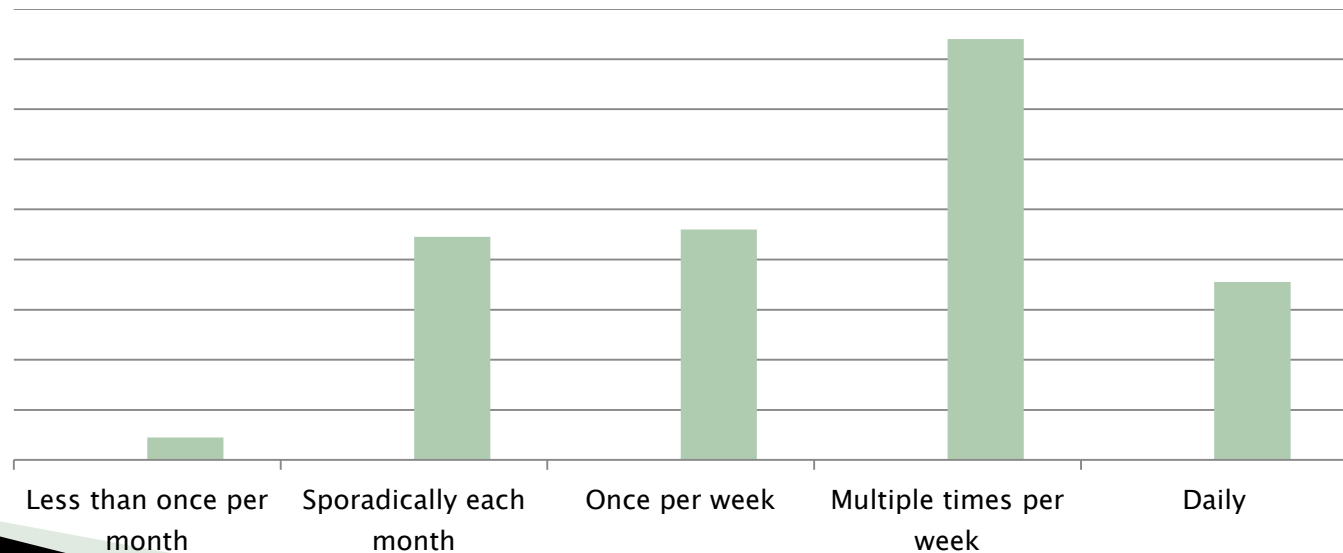
# What is your current age demographic?

▶ Under 18	0	(0%)
▶ 18–30	25	(6%)
▶ 31–40	88	(21%)
▶ 41–50	122	(29%)
▶ 51–60	104	(24%)
▶ 61–70	65	(15%)
▶ Over 70	24	(6%)



# How often do you generally come to downtown Morgan Hill?

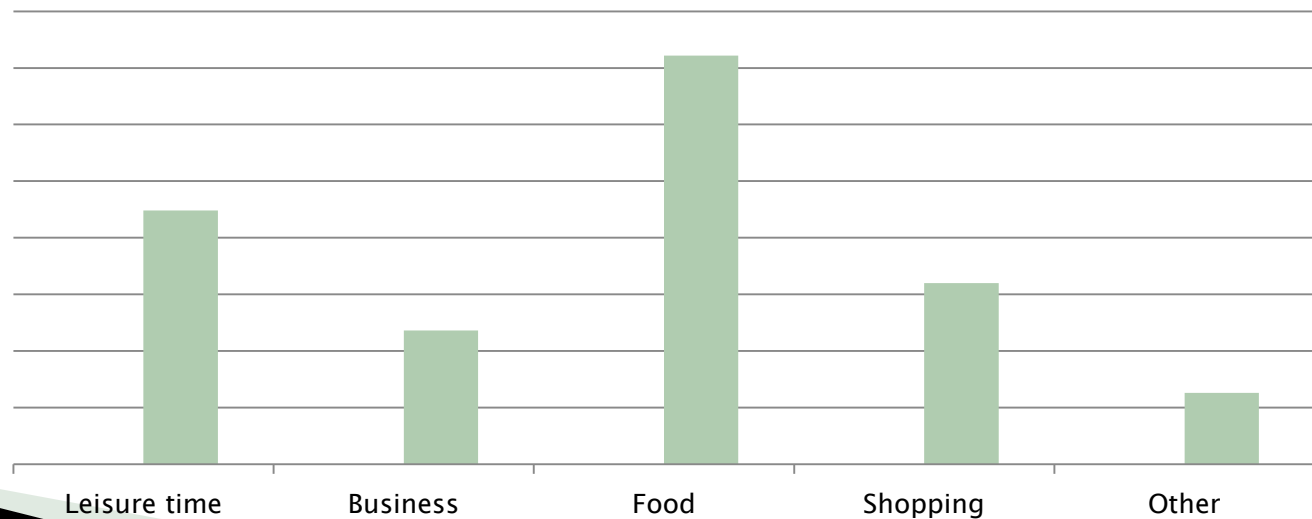
• Less than once per month	9	(2%)
• Sporadically each month	89	(21%)
• Once per week	92	(21%)
• Multiple times per week	168	(39%)
• Daily	71	(17%)





# Why do you usually spend time in downtown Morgan Hill? (Select all that apply)

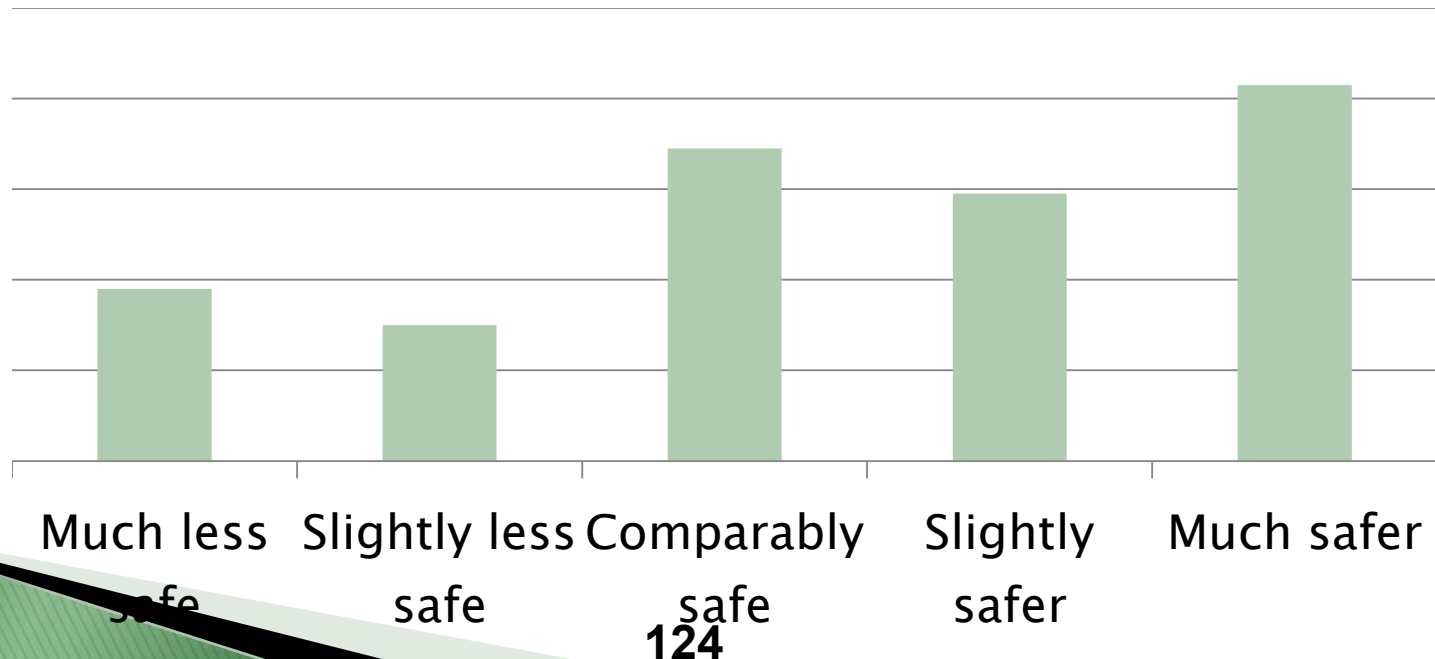
▶ Leisure time	224
▶ Business	118
▶ Food	361
▶ Shopping	160
▶ Other	63



# If you bicycle in downtown Morgan Hill, how do you think the lane reduction would affect your feeling of safety?

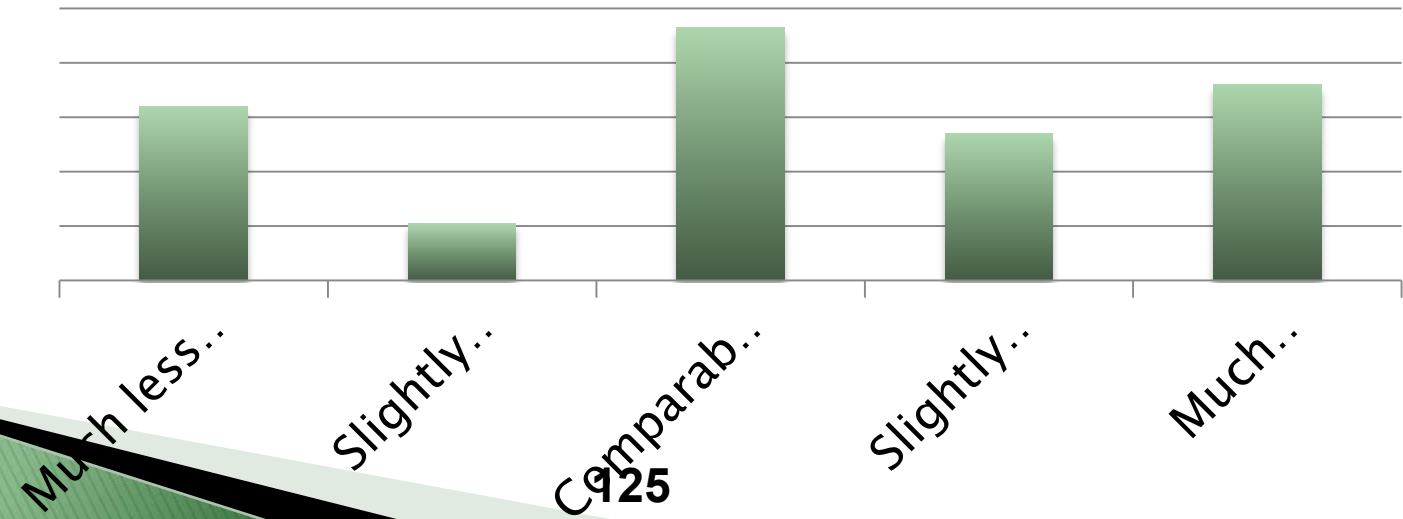
Item # 6

▶ Much less safe	38	(14%)
▶ Slightly less safe	30	(11%)
▶ Comparably safe	69	(25%)
▶ Slightly safer	59	(21%)
▶ Much safer	83	(30%)



# How would the lane reduction affect your decision to bicycle through downtown Morgan Hill in the future?

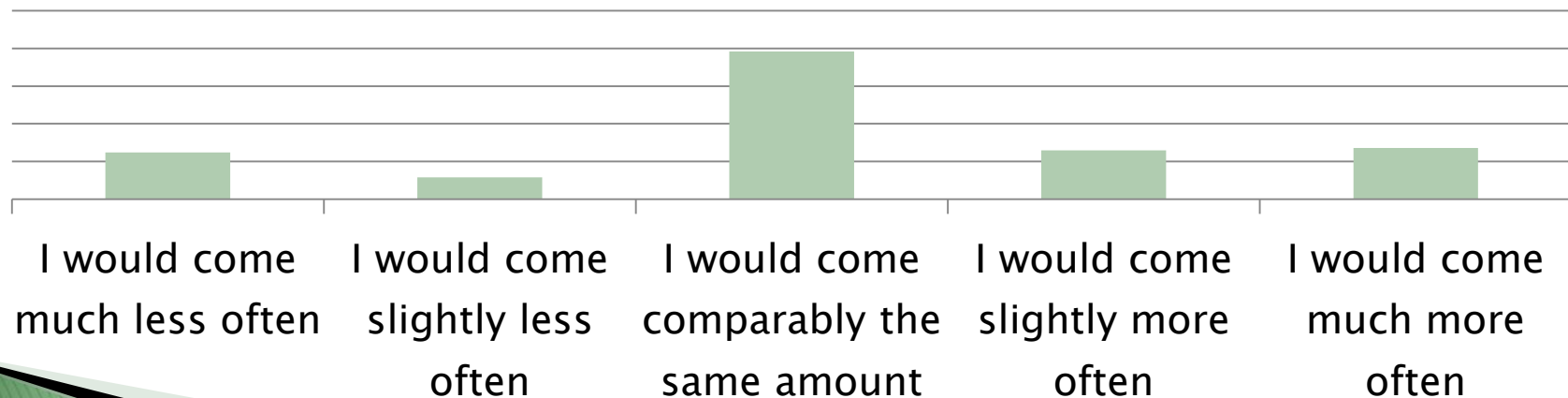
▶ Much less likely	64	(21%)
▶ Slightly less likely	21	(7%)
▶ Comparably likely	93	(31%)
▶ Slightly more likely	54	(18%)
▶ Much more likely	72	(24%)



# As a pedestrian, how would the reduction of vehicle traffic and noise in addition to wider sidewalks affect your decision to spend time in downtown Morgan Hill?

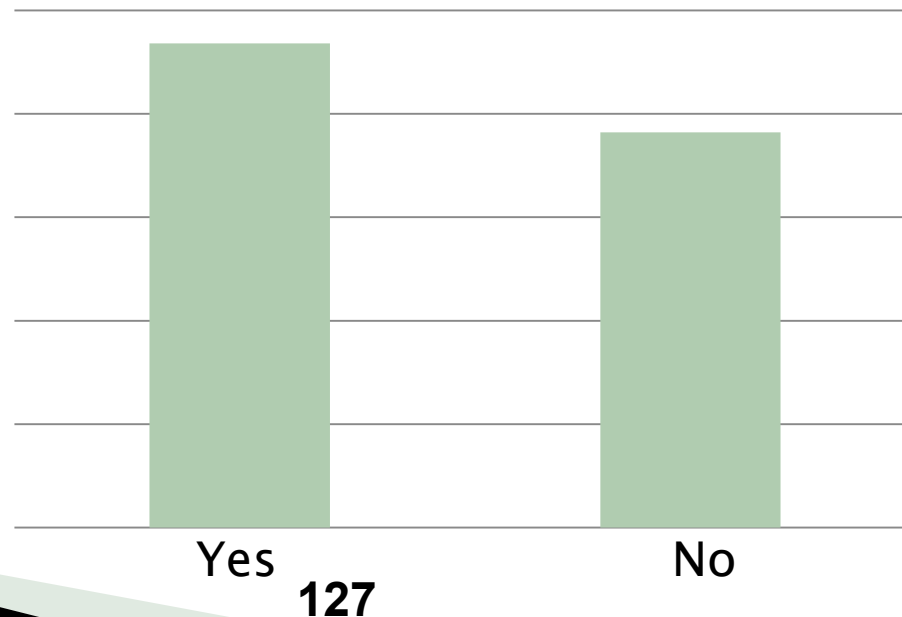
Item # 6

▶ I would come much less often	62	(15%)
▶ I would come slightly less often	29	(7%)
▶ I would come comparably the same amount	196	(47%)
▶ I would come slightly more often	65	(15%)
▶ I would come much more often	68	(16%)



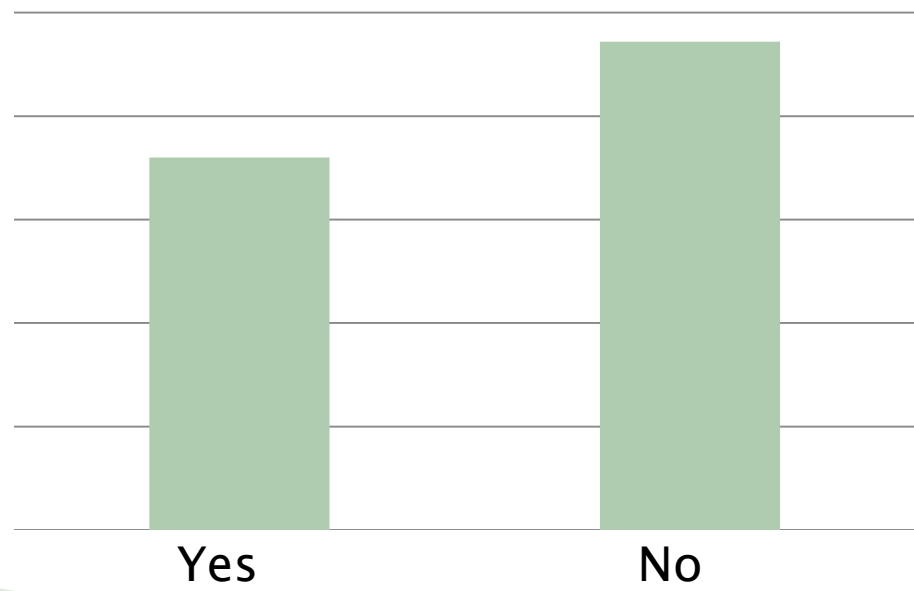
# Did you attend the downtown demonstration of the Monterey Road Complete Street Project on October 24th or 25th?

▶ Yes	234	(55%)
▶ No	191	(45%)



After learning about this test of the Monterey Road Complete Street Project, would you be in favor of extending it to a 6 month trial?

▶ Yes	180	(43%)
▶ No	236	(57%)



# Monterey Road Complete Streets Project Two Day Demonstration October 24 & 25

Survey During Demonstration  
Results



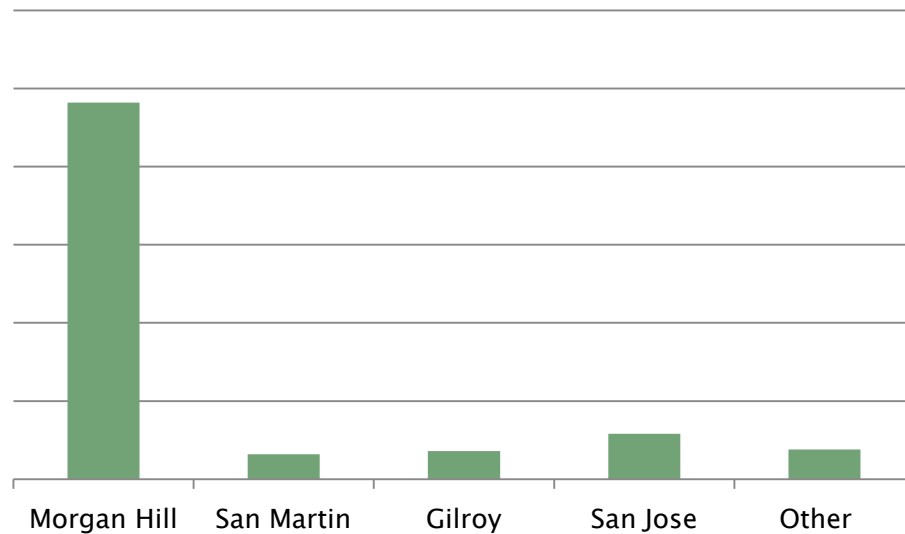
# In-Person Survey Taken During the Demonstration

- ▶ 346 Responses
- ▶ Administered via
  - Volunteers using tablet devices and paper copies
  - Downtown businesses handing paper copies to customers



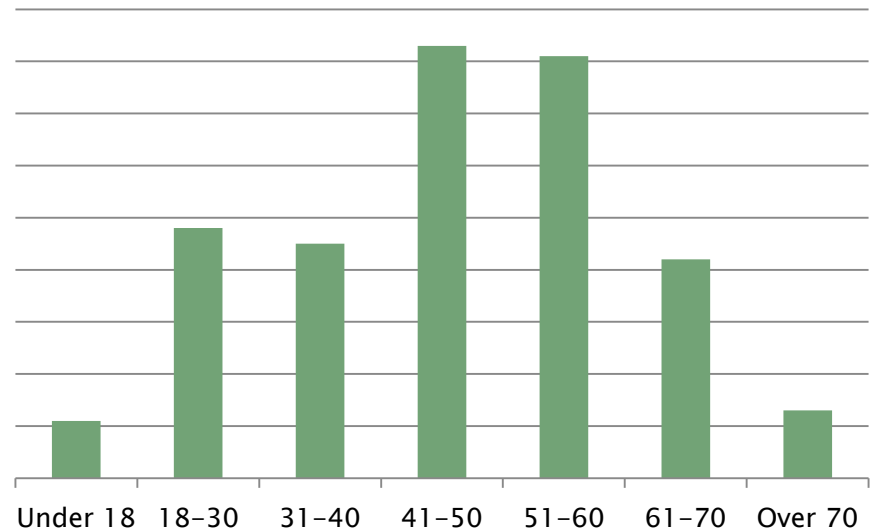
# Where do you currently live?

▶ Morgan Hill	257	(75%)
▶ San Martin	19	(6%)
▶ Gilroy	18	(5%)
▶ San Jose	31	(9%)
▶ Other	19	(6%)



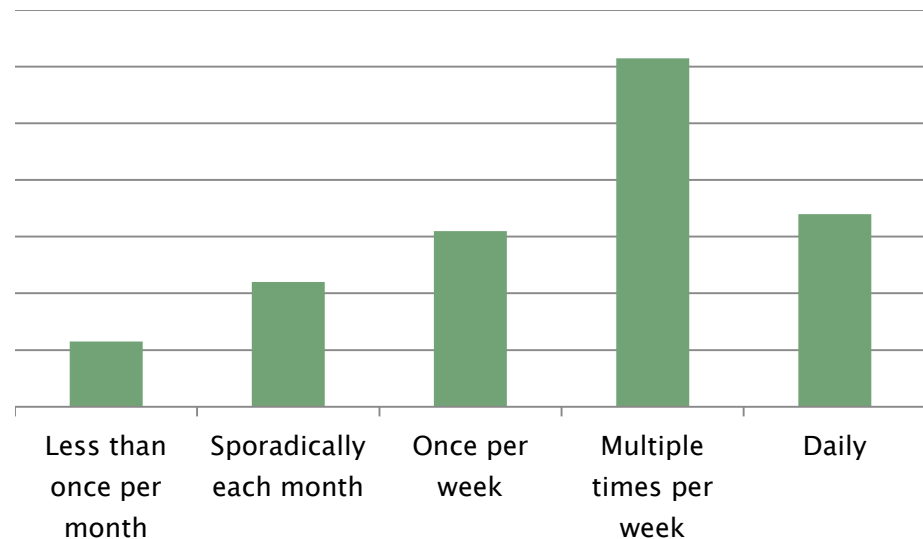
# What is your current age demographic?

▶ 0-18	11	(3%)
▶ 18-30	52	(15%)
▶ 31-40	46	(13%)
▶ 41-50	90	(26%)
▶ 51-60	90	(26%)
▶ 61-70	42	(12%)
▶ Over 70	13	(4%)



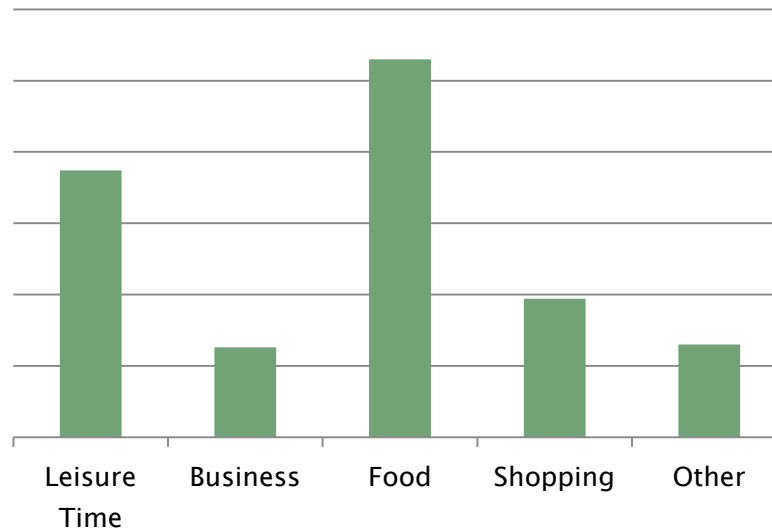
# How often do you generally come to downtown Morgan Hill?

▶ Less than once per month	23	(7%)
▶ Sporadically each month	45	(13%)
▶ Once per week	66	(19%)
▶ Multiple times per week	131	(38%)
▶ Daily	76	(22%)



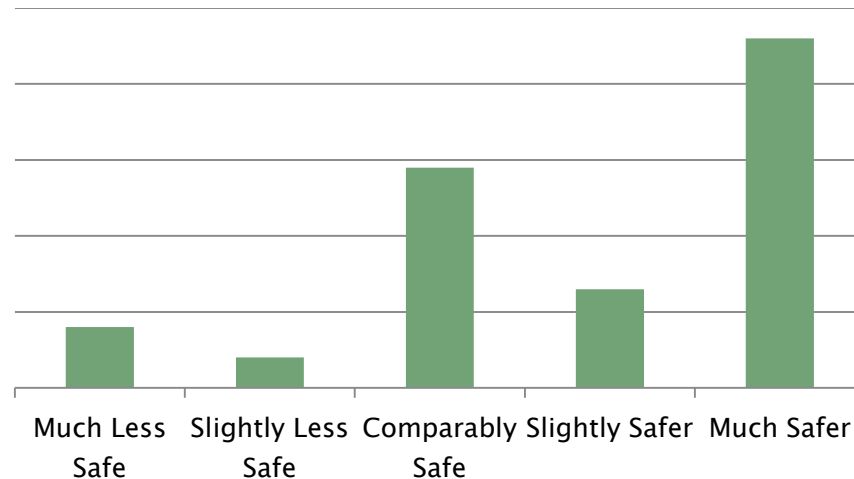
# Why do you usually spend time in downtown Morgan Hill? (Select all that apply)

▶ Leisure Time	201
▶ Business	70
▶ Food	282
▶ Shopping	101
▶ Other	68



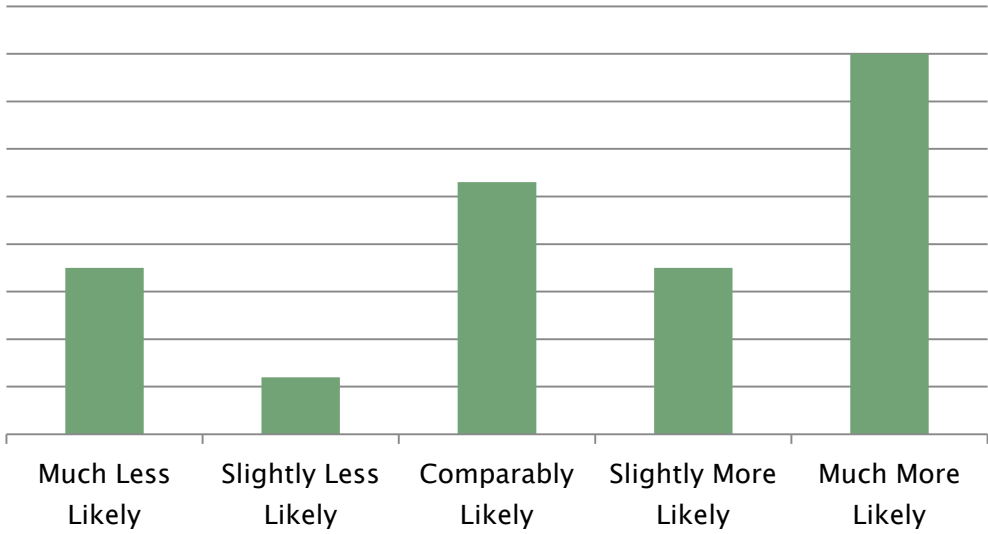
Item # 6  
If you bicycled in downtown Morgan Hill today, how did the new street layout affect your feeling of safety? (If you did not bicycle through downtown today, please skip this question.)

▶ Much Less Safe	9	(8%)
▶ Slightly Less Safe	4	(3%)
▶ Comparably Safe	29	(28%)
▶ Slightly Safer	13	(12%)
▶ Much Safer	48	(46%)



# How would the new street layout affect your decision to bicycle through downtown Morgan Hill in the future?

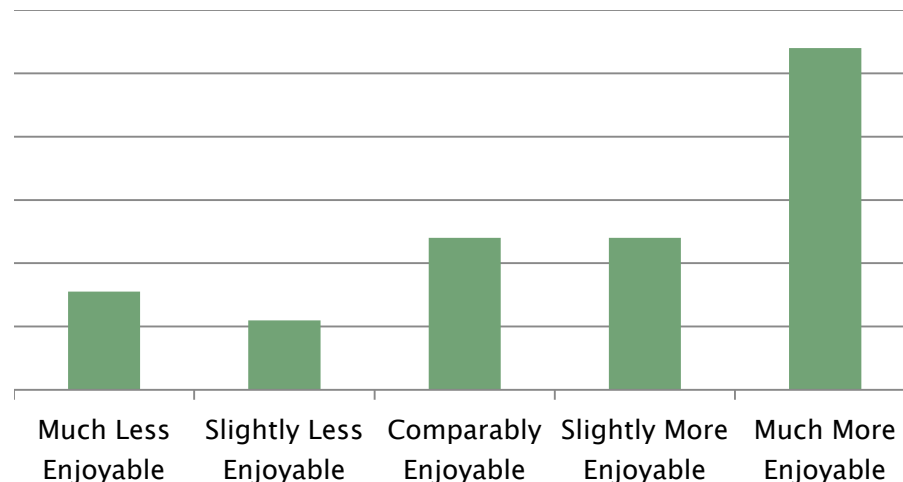
▶ Much Less Likely	38	(16%)
▶ Slightly Less Likely	13	(5%)
▶ Comparably Likely	56	(24%)
▶ Slightly More Likely	40	(17%)
▶ Much More Likely	83	(36%)



# As a pedestrian, how does the new street layout affect your enjoyment of downtown Morgan Hill?

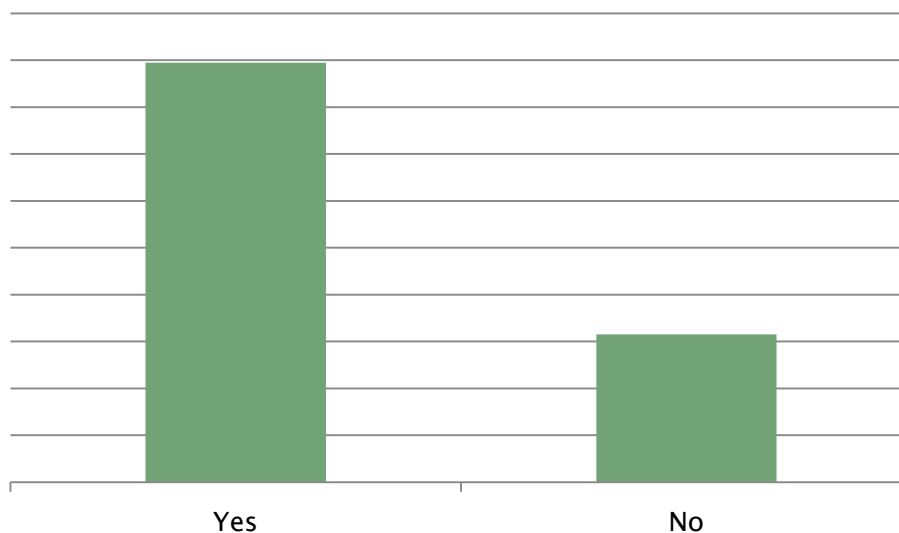
Item # 6

▶ Much Less Enjoyable	36	(13%)
▶ Slightly Less Enjoyable	25	(9%)
▶ Comparably Enjoyable	51	(18%)
▶ Slightly More Enjoyable	53	(19%)
▶ Much More Enjoyable	111	(40%)



After experiencing this test of the Monterey Road Complete Street Project, would you be in favor of extending it to a 6 month trial?

► Yes	182	(70%)
► No	77	(30%)







**Morgan Hill Monterey Road Complete Streets  
Demonstration  
Community Comments  
October 24-25, 2014**

**Complete Streets During Demonstration Comments**

**1. Where do you currently live?**

Other:

- Motorhome
- Los Banos
- Salinas
- Santa Cruz
- Santa Cruz
- Hollister
- Hollister
- Atlanta
- Los Gatos
- Fresno
- ?
- Tulare
- ?
- out of state
- Walla Walla WA
- San Francisco
- Utah
- Castro Valley
- Hollister

**2. What is your current age demographic?**

**3. How often do you generally come to downtown Morgan Hill?**

**4. Why do you usually spend time in downtown Morgan Hill? (Select all that apply)**

Other:

- baseball, sports
- I work here
- Work



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[MHDowntown.com](http://MHDowntown.com)



- Live Downtown
- Resident
- Hang out
- I work here
- bars
- Drinking
- Drinks, Walk
- Biking
- School
- bar wine
- Driving through to the schools
- to school through downtown
- Through school #1
- Theater Playhouse
- Eddie Bower. Vetrans - Menorial
- Cigar Shop
- Biking
- walking
- Medical
- socializing/drinking
- Relax and enjoy the scenery
- volunteering
- Friends
- Visit Friends
- going to school
- Events
- ?
- Commute
- ?
- live in downtown
- Dance
- DAUGHTER SINGING
- campaigning
- Library
- Rosy's
- work



- Event's - Taste of Morgan Hill
- work
- part of my commute
- Work
- work
- Trader Joes!
- ?
- passing through
- OT for my kid
- Bank
- Living
- Commute I dont just drive
- School, parades, events
- Family and Friends
- I live off 2nd st
- waling with family
- walking
- work
- commute route
- taking kids to/from school
- Coffee
- Playhouse
- Music Tree/BookSmart
- or visiting friends
- I work downtown
- First Visit
- Music Classes
- Driving Thru
- Chase and top knot salon

**5. If you bicycled in downtown Morgan Hill today, how did the new street layout affect your feeling of safety? (If you did not bicycle through downtown today, please skip this question.)**

Comments:

- one lane is dumb. It will just make more traffic & congestion.
- Even if I can bike on Monterey, I still have to ride on Dunne or Main or Butterfield, over train tracks, er:



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- SUCKS!!
- It sucks I don't Bike
- Much less safe - Northbound
- Much safer - Southbound
- in a car lane - NOT!
- It's very busy near DUnne. The traffic speeds up when the lanes open up
- I feel comfortable riding my bike for once. Usually I have to ride (race) with the cars and they are impatient.
- I don't bike and don't think a change like this should be based on a bicycle minority
- -1 lane good
- -quieter
- -less noise
- -enjoy much more
- This will make it so much nicer to eat, ride, and walk downtown
- Loved it! So much less intimidating & quiet! :)
- Leave it two lanes and keep the parking available on the street. Hard enough as it is to find parking.
- Would love to see bike lanes in both directions
- everybody needs to slowdown
- going to Britton is a nightmare
- Please don't do this project to congested already will be a nightmare!
- I usually bike and feel unsafe downtown, this is an improvement
- Not a bicycler
- It feels safer
- I like to watch the cars go by.
- no motorcycles or skateboards
- Parking is bad enough This doesn't help
- Less than 1% of MH population uses bikes on city streets
- Felt safest on bike lane side
- I think its a bad idea for traffic.
- I don't bicycle in town because of cars. Will try tomorrow.
- N/A
- N/A
- Dont like the bike lanes.
- Worried about the traffic impact



- The traffic was nightmareish
- This is great! Keep it one lane.
- NA bike
- No bike
- I dont like it!
- Bikes need own lane.
- Bike lane, Car lane, people lane
- I like to buffer bike lane much better. we need to be seperated from the cars
- don't think this change is good for business
- For our family it would be much safer to bike
- Make the bike lane
- Hate singl lane
- I do not usually ride downtown but would if these was a safer bike lane. ( Bicyclist have to watch for people openning car doors as they go by.)
- Love it!
- GREAT IDEA!
- BAD IDEA!
- Love the reduced noise. Now if you could just get businesses to stay open later.
- Be great to add some more restaraunts/ night life. A panera would be wonderful
- Toni's the best at Rosey's :)
- Im pro Morgan Hill conducting a study into this concept (proposed)
- I like one lane each way!
- bicycle lanes seem like a waste of money. Im not a supporter of moving to 1 lane but if I had to choose better money spent on extending the sidewalk. but my 1st vote is to upgrade but keep the 2 lanes.
- This is a great idea!
- KEEP Single lane. ADD: diagonal parking, will increase parking by 50%
- Love the new bike lanes!
- Bikes on the sidewalk are dangerous to people and pets! They bicycles too fast for sidewalks.
- Did not bike
- Didn't bike
- much nicer for driver not having to steer around bikes too
- Im thinking about buying a bike



- Nice mints lol
- Less cars
- Do not bicycle
- I wouldn't ride my bike downtown
- N/A
- N/A
- N/A
- Don't like it lots of traffic
- Even though there is more bike space on the taped side the've way too much vehicle traffic to feel safe. A parking structure great! but I don't like having one lane on each side no matter the layout.
- In favor of Bike lanes = promotes exercises and 1and family-time (comparable to neighborhoods)
- Don't Bicycle
- Shopping is more useful for cars, less for bikers
- Congested traffic school commute, less parking
- No in favor of the change
- I might buy a bike
- less lanes+ Less cars = much better and safer atmosphere
- don't like it
- Philz coffee or Aqui needed downtown
- Same more traffic. The traffic was worse. I did not feel safe.
- Excellent! Absolutely love it!
- No effect in getting to train Station
- Remove the middle dirt and move the street trees
- must have buffered bike lane
- it depends on the drives
- I like that it slows down the cars
- Pave empty lot between Wells Fargo and Noah's
- NA
- Like Barrel Side
- Don't bicycle
- N/A
- Not going to happen, but good luck.
- as a drive it was very difficult
- I never felt unsafe bicycling before



- Didn't bike today
- I DROVE
- Improve city for downtown businesses NOT for bike lanes. Bike lanes doesn't improve the downtown area.
- I did not bicycle today, but I do it often on other days. I love the lay out. It pissed off my husband he was leaving the bank but also. When we walked across the street to get to Ladera, I felt safer not crossing Multiple lanes of traffic in the crosswalks. Sometimes those "F-ers" don't stop!
- Still a lot of traffic on monterey
- N/a

**6. How would the new street layout affect your decision to bicycle through downtown Morgan Hill in the future?**

Comments:

- You are screwing up Monterey for bicycles? You are nuts!
- Don't care about biking downtown.
- Never - Northbound
- Much more likely - Southbound
- Is not about the bikes
- I live too close to even think of biking. I like trails better no matter what.
- I don't bike like the majority of MH residents
- don't ride a bike, more interested in pedestrian
- Not bike but walker, more walker than bike
- Would not make a difference
- Don't bike
- Don't bike
- It is great we need less traffic down here
- Not a bicycler
- It is unsafe to get to downtown via bicycle. Dunne and Cochrane are too busy
- like it a lot
- N/A
- I avoid downtown currently
- We like to ride our bikes downtown to eat/drink. More bike parking? Locks?
- Buffered bike lane
- I dont bicycle



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- Not intrested in bike aspects
- Bikes?
- I'm not much of biker
- my family can ride through downtown too
- Too much traffic!!
- We would need plenty of safe bike racks. Provide Hydration Stations.
- If there are places to lock up bikes
- I bicycle everywhere
- not a biker
- Don't bike
- I cycle there already
- Getting to downtown from mu house is already sketchy
- It'd be less stress from motorist
- Safer for everyone! Bikes or skating should not be on the sidewalk!
- Makes no difference
- slower traffic = less noise and more safety
- I don't like people who ride bikes through town.
- Live in Gilroy, too far away
- N/A
- don't bicycle but lane for bikes need to be wider
- NA
- I already ride through downtown, but I would like it better
- I typically bike on trails when I do bike
- Not likely
- I don't bike downtown
- Bad idea, if you want people here don't make it more difficult. It would not open a business here.
- Like the dedicated bike lanes side.
- No effect on my bicycle use. big effect on going to/from school.
- meschants need to not be allowed to move into the extra area
- I like to ride with my friends
- NA
- no bike
- Not a "bike" person, anyway





- I would love to bike in downtown but to bike here in the first place is dangerous
- We would need to cross the 101 hump which is not safe.
- Not sure I would attempt coming downtown
- don't plan on cycling
- New layout would prompt me to visit downtown less either on foot, bike or auto
- My bike has a motor
- NA
- N/A
- Don't bicycle
- Don't bicycle N/A
- I would cycle here anyway.
- NA
- I like to feel free
- Worried that the cars will go in the bike lane.
- Not sure the traffic will still be slow enough to bike with my kids
- N/a

**7. As a pedestrian, how does the new street layout affect your enjoyment of downtown Morgan Hill? Please explain.**

- TRAFFIC
- I hate Gilroy's downtown.
- I don't think it would.
- The walkway outside of the food areas is much easier to get around town & more enjoyable.
- Sidewalks are not crowded w/ old layout
- traffic
- More traffic stupid
- More room to walk and less noise and air pollution from cars - especially eating on patios
- Not safe at either end.
- Safer! Safety please
- More traffic there is already enough Pedestrian Accommodation
- quieter. less noise
- no difference
- tough for parking. It has already been a challenge previously.



- You feel so much safer crossing the street. Less traffic noise - much more enjoyable to dine outside
- yes, yes, yes
- Knock MPG to 15 MPH!
- Cars seem to be going slower
- Currently, too much traffic bottlenecked into 1 lane. Future looks good!
- safe and spacious
- dog group, dining downtown w/ dogs
- No Effect
- Convenient parking is gone. Doesn't appeal anymore
- Hopefully will lead to less traffic downtown
- great
- N/A
- Current sidewalks are fine.
- It would be nice not to have to bike/walk through people dining experience.
- Only concern is event impacts (parades, Halloween, etc)
- quieter!
- About the same. The lights didn't turn for ped.
- Love the extra area to walk!
- Less traffic-slower traffic
- More dinning-more room to walk
- AWESOME
- There are already pedestrain sufficient walking
- -easier to navigate
- -safer
- Needs to be like this to be comfortable waliking
- Yeah this is good for that
- cars go through slower
- Crosswalk takes too long
- More relaxed feel
- It will be even more enjoyable when traffic begins to use Butterfield.
- I was once almost hit by a car as i was crossing the intersection with my dog - in the cross walk at monterey + 3rd
- Love the slower traffic
- dont have to walk thru restaurant eaters.



- Very attractive downtown
- Love it. Quieter
- i enjoy downtown as it is
- I like the open feel of extra room
- 20x's
- expanded streets would be great for street vendors
- Less traffic noise.
- quiet
- Would need more exposure to see if it is truly better
- more room to enjoy the area
- Most likely less traffic & safer - hopefully. Better dining experience - outside - less noise, smog etc
- I like the expanded sidewalk part
- Makes no difference
- Theres a lot less traffic and sitting outside is more appealing
- this is ridiculous
- more car traffic than foot traffic - more roads!
- There wasn't much of difference
- Driving through here sucks much more traffic
- As a pedestrian, probably better; but only just saw the new layout. :)
- Having more space helps business and gives better feeling to downtown
- cars are driving slower-safer for bikes and people
- SAFER!
- cars are backed up
- Makes you want to step and enjoy the area creates a more pleasant atmosphere
- Creates too much traffic I have to drive thru downtown daily
- NA
- Walking and eating downtown would be much more enjoyable
- don't really know yet... have to see what its like
- Still congested traffic though
- I like the ease of getting downtown by driving. This will hinder that.
- it welcomes me in.
- I feel safer and would feel safer bringing my nieces.
- Better for eating outdoors
- Ped Friendly... Thanks



- We are here during a rainpour so it's difficult to gauge.
- I like the park close to the store.
- Liked the sense of community now as it is. Don't make it like Los Gatos
- Doesn't. Walk downtown 2x/week and didn't have a problem before.
- Push business out onto sidewalks make walking without obstacles hangen to do.
- Too much traffic
- More Traffic
- don't like it
- Not sure
- N/A
- Parking
- It was dark and we were looking for a restaurant.
- Same
- I answered this in #5. I did not know there was a backside to this.
- The expanded sidewalks are great

**8. How can we further improve our goal to make the downtown the most walkable, bike-friendly, urban, family-oriented, and transit oriented neighborhood in Morgan Hill?**

- Go back to the way it was.
- Dont Remove the LANE
- Don't turn downtown into Gilroy!!
- Transit oriented - king of a joke. Next to impossible to go anywhere w/out a lot of add'l buses. Still need more parking. It'd be really nice if the City decorated more for the Holidays. Make it a place families come to wack - not just one night
- Make other traffic routes more efficient for those commuting during work hours.
- Quit building condensed housing - no more people would help!!
- Bikes can take Butterfield or just deal w/ the way it is
- more traffic
- Need an Anchor like GAP or OLD NAVY, etc. WINE TASTING PLACE. Country or JAZZ CLUB. WHOLE FOODS
- I like it
- Keep as is
- Large Park not all pocket parks
- more bike lanes



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- Bike Racks
- small bike lane both directions and room for ped. traffic
- Get rid of the center median lots of room then!
- maintain two (each way) lanes of traffic
- create bike-friendly routes to downtown
- Manage safety from 1st to Dunne
- Leave as is
- Leave as is
- Communicate w/ the Community
- Good parking. Biz cater to children.
- Implement the one lane initiative.
- Stop the trial implement the change!
- Its fine the way it is Add more parking keep 4 lanes
- Bike lane to Maple Leaf
- similar to Campbell - Very nice.
- Do it now!
- no thru trucks, reduce speed, no loud cars
- Do something about the traffic flow - Friday night traffic was real impacted
- I like the pilot from N. to S.
- good bike parking
- More parks and paths that are pedestrian oriented
- We are good the way it is. Keep the small town feel.
- Better sidewalk and wider - Bikers, Bicyclists should not have more rights!!
- ?
- Keep it permanent
- By expanding the walkways - more room for restaurant dining / sidewalk sales - That is why I love going to Livermore, Mt View
- Make Monterey only one lane
- Cutting down traffic
- Keep the amt of traffic down
- Knock MPG to 15 MPG
- Make it clear that there are driving routes other than Monterey to downtown and Britton
- Plan a feasible re-route for people getting from one side of town to the other.



- Bike lane seprate of pedestrian.
- Level out entire street - remove curbs, trees and benches - it would be great!
- dog rest areas
- More bike racks
- Get more worthwhile businesses, entertainment, and things to do downtown
- Instead of this disorder put a few of the speed bumps like you have at 3rd st
- Reopen 2 lanes, why change a good thing that's been working?
- not sure
- More mixed use, more retail
- Add lane to Butterfield to take on extra traffic down town
- Enforce speed limit in town. Single lane.
- heading the right way
- The infrastruture mus be in place! An alternate route (Butterfield is not the answer!) And more Parking must be in place.
- Family oriented
- easier access to downtown by bicycle
- We def see the need for the change. Bikelane 1 side could be enough.
- it is cool as is
- I agree with adding patio and removing those few parking spaces in front of the restaurants possible.
- Make it very atracktive to outsiders
- This plan will work really well if Butterfield could go all the way to Sobrato.
- Slow down downtown traffic. Divert trucks and other high-noise vehicles. Signs to divert to Butterfield.
- Add sitting area in the median. Slow down traffic! Still too fast!
- The best part is that there are no chains here. No McDonalds, Starbucks... just local shops. Its nice and quiet
- More decorative. fountains etc
- Continue to clean up median
- make this permanent
- Route #68 should be routed over to butterfield
- keep local shops please no chaimstones
- mole bike parking



- love idea of one lan
- leave it!
- consider to in parking
- Bigger bikelanes
- Finish santa theresa
- Do what you are demonstrating this weekend
- bike racks. places to sit downtown
- Less Traffic
- Angled parking
- Make a barrier between the cars and bike lanes
- Check out Pearl Street in Boulder, CO. This project is fantastic!
- Perhaps have a cross-walk employee who helps kids and community cross streets
- Have more downtown events
- Concentrate on making the Area more pedestrain friendly, less car traffic
- Designate a different area
- Do this change for the good of all who visit
- Personally, i like downtown the way it is. We moved here form Los Alto Hills and love the area here!
- Bike-Lane both sides
- If there were more retail stores more pedestrians will take advantage of the sidewalks.
- Be sure to address traffic flow, which is everyone's main concern.
- Provide sitting areas (little "rest stops") and public restrooms.
- I would like to see more public art downtown
- Bart down here
- Bike racks
- SHUT WHOLE STREET EXCEPT FOR DELIVERIES + IMPROVE PARKING
- Build. Bicycle and hiking trails to make commuting by bike faster
- MAKE BETTER DECISIONS
- JUST DO IT! ONE LANE EACH WAY
- Businesses open later!
- More restarants / night life outdoor activities for kids
- Close it to all traffic
- Traffic study needed for real data on proposal



- Don't see the necessity. Downtown is working as it is. People enjoy it now.
- It is one of the most enjoyable downtown pedestrian friendly
- You guys are doing FANTASTIC!
- Restart bus traffic
- More dog area
- street vendors
- More Music
- More and easier parking
- Made it pedestrian and bicycle only
- Seem headed in the right direction
- More bike stands
- The right restaurants/businesses with more available parking.
- Get rid of city council
- "White lights in the trees at night!"
- Signs and laws for no wheels on the sidewalk, skateboarders, bikes, etc. Patrol officers, speed limit signs. Buses & large trucks are not good!
- Open all stores, No empty ones
- if the change to the 1 lane happens to have weekly/monthly at door events/small performances
- tear it down and start all over
- Controlled crosswalk
- Bidirectional
- New bike lane on depot st
- Find a way to make it look more natural. Put bicycle stickers at the beginning of each intersection
- Have Noahs build their own parking lot in their own lot & there would be plenty of parking seriously!
- Close Monterey St. entirely rather than a single lane
- More parking
- Traffic problems?
- It's fine the way it is STOP changing it!!
- perhaps if the street was smaller (narrower) - more room for bikes, perhaps?
- Go back to what we had. It was not bad, but this new configuration doesn't help much.
- Store that people actually shop at.





- make buffer, key focus, use butterfield allow base or pedestrian crossing.
- This is good enough
- Far slower traffic and quieter streets, prefer ped space
- Why more bike friendly? We already have bike lane everywhere
- Maybe it will work only on the weekends
- Keeps it quieter
- definitely need physical boundary for bike lanes. Eliminate the parking on street too. Dangerous for bikes.
- Open up butterfield to Sobarato. Complete Santa Teresa/Hale to Sunnyside
- Make the cross walks safer-better pedestrian safety look at what santa clara crosswalks are like
- Bikes go in the car lane anyway
- There's nothing family about downtown. its just restaurants and a few stores- No family stuff
- You don't have to take up that much room to ride a bike or just walk on the sidewalk
- Bikers and walkers don't generally work that well. Bikers run over walkers unless well divided
- The new traffic pattern is a plus. Park need have been an issue-Remove bike traffic is ok
- Keep wider car lanes and more nothing
- only have the bike lane set up on weekends
- It'll be less transit oriented
- N/A
- eliminate lanes downtown (except opening for emergencies/ festivals etc.)
- I think it is pretty goo the way it is!
- Make it clean and beautiful with 2 lanes
- Leave it as is
- this is a great start
- its not congested enough to need walkway
- I prefer the sidewalk the bike lane could be very important to well.
- No Smoking
- something to do for kids
- Enforce the speed limit.



- Are there that many bicyclist that live here. I don't see them going to/from work.
  - I don't like the one lane on each side. It will cause the multiple trips to and from inn sobrato and cause longer commutes.
  - Select a path behind downtown
  - Walkable is fine bike friendly does not seen like a legit concern.
  - You could take out both car lanes. I am not for the A7 all. Making a point that the surver is blast to unaos cyclist(2 say the as an avid cyclist)
  - Unsure
  - More special event like this
  - Don't allow big semi-trucks
  - multi use lanes, bikes, runners, peds
  - Include Runners
  - Better/More Lighting
  - ?
  - you are doing a fine job!
  - More Park Like places to sit and enjoy
  - Make sure MH use parallel parking spaces. Avoid average pacbe spaces
- 
- do not take away free street parking
  - Signage, parking beyond biz's to makeup for loss up front additional vegetation.
  - Have more businesses like Booksmart to give us a reason to come to downtown. Expand downtown more than the small strip it is. note: I really like the median and the lights that make downtown warm and inviting!
  - City wide golf carts (I know tat didn't answer the question)
  - We need more lanes
  - Leave as is. How about a Ambulances needing to get in, when height of traffic?
  - Expanded outdoor dinning
  - Leave it alone. There was nothing wrong with it!
  - Expand downtown to depot instead. Having awes to both streets would be better than restricting Monterey.
  - Leave as is
  - Put Monterey Road back to the way it was
  - Move forward with plans
  - More trails to run



- Get rid of all the people who made these plans.
- I liked it like it was before. It seems like it was much harder to find parking.
- I like the way it was before and it doesn't seem like parking is available
- Could you provide information of the plank, so we can understand the implications of the plan.
- Copy downtown Campbell
- More Parking! Maybe Garage?
- Make the lane closure permanent and expand out door dining
- I use acane and the street inform of Ladera Café was not smooth
- Improve Ring Road around the library and town hall.
- N/A
- Neutral
- Please do not have the bike lane from 4-6 M-F. Traffic is a NIGHTMARE.
- Close down streets like Santana Row
- Willow Glen/Los Gatos for examples of success
- Make a walk way to San Martin. Also, stop giving tickets when you ride a bicycle drunk. It would be much appreciated.
- Take out center divide and extend to have bike lane and 2 car lanes. Traffic getting in was horrible! Almost turned around and skipped our dinner at Ladera. Not good for local business!!!
- Do not care for bikes going through town.
- If there were closed sections for kids to play (sandbox, toy area, etc) we would be much more interested in coming to downtown to walk / eat.
- Better stores, more useful.
- Make sure you have a plan for traffic flow around Monterey downtown
- Block off all traffic on Friday and Saturday nights.
- Have a bicycle path from Spring Avenue to downtown
- Re-route traffic, make it car free.
- I love it!

**9. After experiencing this test of the Monterey Road Complete Street Project, would you be in favor of extending it to a 6 month trial? Please explain.**

- Why would you test this in Nov.?
- no, TRAFFIC
- NO! Leave it alone!



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- Its going to cost us! What happens when delivery trucks stop & "park" in the one lane to deliver? Make us Palo Alto, not Gilroy.
- No I dont like the traffic it will create
- Yes. I'd be in favor of it.
- No. It's not Los Gatos!
- No, its just going to cause more traffic. Very Annoying!
- NO!
- Trial blocks parking? Cant experience benefit without explaining full scope & plan for parking. more curb, gardens etc.
- yes, worked here 7 years - Love downtown. It would be an improvement
- To much traffic
- Maybe - Not sure
- 6 months too long
- No cones are ugly!
- yes - more likely to ride bikes + visit downtown
- no, cones are ugly
- Just do it!
- no. make a decision
- not the way it is.
- northbound = very scary experience.
- Traffic backs up = how do 1st responders get thru?
- no - n/b sucks and is unsafe
- s/b yes
- No Kills Business
- no- it was a pain in the ass
- yes - there are many benefits... just need to make sure traffic issues are dealt with. a trial run would help
- No!
- Not interested
- No
- Extend, Completely in favor of conversion
- Yes
- No. Just do it.
- Yes - I would I think it is a great idea - everyone should give it a chance and the parents can figure out how to adjust to getting the kids to school/



- Yes. It will attract more residents and outsiders.
  - No not at all traffic North South is already terrible as it is
  - yes, because 2 days is not enough time to really understand the impact
  - yes
  - yes, would give a chance for others to decide
  - absolutely. this must happen to enrich a MH experience
  - yes
  - yes!
  - yes I would be in favor - as long as it is safe for pedestrians and cyclist
- 
- Yes
  - Yes!
  - Yes
  - a trial would be good to demonstrate that this is a horrible idea
  - No thank you. Finish the parking garage on 3rd and then try again.
  - No. Why fix what is not broken and is working.
  - yes
  - Want to be respectful of bikers but more people drive to dinner than bike
  - Yes I do think it would catch on and word will spread of it's great concept
- 
- Absolutely! I love it!
  - Yes. It should be permanent
  - Yes
  - yes, yes, yes
  - Nope. I want to be able to take my child to school on time
  - Yes! please slow it down!
  - Yes, I will try it for 6 months and let you know
  - Yes
  - Yes
  - Yes . It is diffucult to imagine the future changes from this Friday rush hour environment. Would like a 6 mo test - traffic would lessen!
  - yes please
  - No. I drive to visit downtown most often. There's not enough foot and bike traffic to justify the hit on veh. traffic and parking
  - NO big mess
  - No!



- NO!!!! This is the stupidest idea I have ever seen.
  - NO!
  - If the 6 month trial happened... I would like to see the restaurants have larger outdoor patio seating.
  - yes
  - yes
  - Yes, I thing drivers can use Butterfield.
  - Yes definately
  - Yes, people will love it
  - No. See#8
  - Yes, it's a friendly atmosphere
  - Yes!
  - Yes, lets try it and adjust from there
  - Yes, traffic crossing from Main is painful but believe we can adjust.
  - I wouldnt. I believe that it would create too much slow traffic in front of restaurants and clog up Butterfield and Main during school hours
  - Yes
  - Yes, it should be permonent if it works. :)
  - It doesn't effect me really, but it was difficult to perk and go to have dinner
- 
- Yes-Butterfield to Sobrato!!! Hello
  - Yes, I guess. We perfer low flow, lens urban traffic. We left Palo Alto due to congestion and traffic 7 years ago.
  - YES!
  - Yes! any room for improvement in an already great city is wonderful
  - Yes- will take sometime for people to get used to it
  - Yes. This is a great idea!
  - YES ASAP
  - yes we think this will be great for Morgan Hill
  - Yes. Once people got used to it they will come to love it. exception is commuters they should be going around anyway
  - Yes- worried about traffic so need the study
  - yes, pntotyping is good : change would be hander otherwise
  - Yes, this is so safe and enjoyable
  - Not
  - favor



- -Need time to's see how it'd go
- YES less noisy traffic
- NO
- yes-the few naysayers are only touting morgan hill
- I would be in favor
- YYES
- yes
- sure, give it a shot
- Yes
- yes
- Yes, I would. It would give more of a chance for people to enjoy Morgan Hill downtown.
- yes, we need bike safety!
- Yes! we need bike lanes!!!
- Yes, thru th Holiday season & Summer will help assess the value of the project
- yes
- Sure, because it is good to test it during a longer period or time for reassurance.
- yes. downtown is much nicer this way
- In favor. We'll need a longer trial period to gain additional data re: traffic, merchant feedback, etc
- Yes- it might point out more issues/benefits
- Yes - we need a trial to see if it works.
- Yes
- Absolutely not!! As a business we are losing customers.
- yes for sure
- I think a longer trial is necessary before a final judgement.
- Make it permanent
- Yes, a 6 month trial w/b good onl if more retail was on each side.
- Yes
- Yes, I would like to see if the through-traffic becomes less heavy: Butterfield as a by-pass.
- yes. i think it's a good idea to see if drivers can get used to the new pattern.
- Im avoiding downtown to avoid the traffic now. 1 hr not crazy @ 6 month trial- do it or not I'll adjust



- YES, YES, & YES!
- YES! I love the change
- YES
- YES.
- yes, if the lights coming from Monterey to Butterfield are set to make traffic stream smoothly and on down butterfield back to Monterey.
- Yes, it is a great tourist attraction to bring business to morgan hill
- NO
- YES; 1 1/2 DAYS IS NOT LONG ENOUGH FOR A TRUE TEST
- Absolutely. it's much more inviting. Seems more upscale like Los Gatos
- yes
- yes
- ok
- no, too much traffic late afternoon
- yes
- Yes
- Yes! Yes! Yes! Do it, baby! Oh, yeah!
- No. keep it as it is.
- containly
- No!
- yes
- yes!
- Sure to understand the traffic patterns
- yes
- Yes
- In Favor
- yes
- yes
- Curious as to how increased prop. values from expansion would affect rent of current business we need more businesses downtown not those driven out by inc rent.
- Yes
- Yes... we need to make sure we get it right... more time to adjust/adapt would be beneficial.
- NO. it's working leave it alone





- My only coners is the overflow of traffic onto butterfield for school. More people turinging onto/off of butterfield will cause the travel time to increase f'sho
- yes! if it would help the decision to go forward. I'm 100% for the change! I'd be for starting the project now!
- 2 days not long enough! years
- yes
- I dont see how it can negatively affect me, as a driver or a pedestrian. Being more foot/bike traffic friendly would make it more appealing to come downtown more offen.
- Yes, please a 6 month trial will allow more time to "test" it out
- Traffic problems?
- ABSOLUTELY NOT
- Yes, more time = more accurate results. This also gives people a chance to really adjust according.ly
- Absolutely not!
- Yes but prefer complete closure.
- no
- Yes I needs more than just a few days to really asscess it
- NO!
- Yes. I would like to see how it works over the holiday season.
- No. Will see what happens in M.H. Times.
- no
- yes, only way to see if and how it works.
- No. it makes traffic much more and longer
- YES
- Yes allow grater ped. Travel and seating outside
- In favor
- No
- Ok to try it, but driving the week traffic will be awful!!!
- yes, to see the long term effects on traffic and see if the streets is quieter
- Yes, would like an opportunity to see on weekdays
- Yes! People who complain are resistant to their own routine and convenience only. for the safety and enjoyment of this downtown it is vital to slow down traffic.
- Yes, I like los gatos, Saratoga and many other city downtowns



- I think a bigger problem is the poor drainage and flooding susceptibility especially around Monterey and First, second Streets
- Yes-As a cyclist and concerned with global warming it's a great idea.
- yes
- Sure. I think people will see its not a good plan = gridlock maning commute.
- Yes. see how well everyone deals with it one day doesn't prove anything.
- Yes
- yes
- Yes
- Not really, bad for business
- Yes, it seems to slow down traffic
- No I have to drive thru downtown daily and it would cause too much traffic
- Yes, lets try it!
- I think the 6 month trial is a good idea
- yes
- No, less lanes = more traffic = upset/late commuters
- Probably not, but curious how business owners like it.
- yes, if people want DTMH to Thrive, the focus should be on attracting pedestrians not cars passing through.
- No!!! this benefits only a select few!!!
- No!
- No thank you
- Sure
- Yes. I think it welcomes an even more community feel
- No way jose
- Yes, I believe that the data collection woul e very important moving forward
- Yes
- Yes
- No. Discontinue. I think the bike lane will give cyclist a false sense of security.
- Too much congestion waste of money. fix third street intersection. 1/2 ass job and foreign material
- No. Too congested.
- Yes!!! Keep it!



- I think it is a waste of time and \$\$.
  - No. I like it the way it is
  - No. Too much congestion. will decrease business
  - No, I don't need 6 more months to know. I don't like it.
  - Yesk, because you need more time to do a study of any kind.
  - Yes-I think a trial is a fair and economical way to make this decision
  - No
  - Yes, I think a trial would be good, its hard to judge with just such a short time to adjust to the new traffic.
  - YES.
  - yes, this idea is a move in the right direction. Do Something!
  - trial with public opinion as the main decision makers
  - Yes-I think its a good idea
  - Yes!
  - Don't Like it, no.
  - Yes
  - Haven't seen other options
  - yes, give it a try.
  - Yes. Live with it a while to make sure it fits.
  - possibly-Maybe just 3 monsths
  - People need to try it. to get a better sample feel and overcome initial reluctance.
- 
- Javier Castro
  - Willing to try it.
  - I'd be willing to try it. Only long term can truly learn from.
  - No
  - No, Rainy season will pretty much hold things up.
  - Yes
  - yes
  - No, caused a 30 min extension to my drive home yesterday.
  - No. Tried it short term this weekend; didn't like it.
  - No
  - No!
  - Yes, but remove "construction" signs. Walk
  - No because the construction is not pretty.



- No
- I don't think this project will be helpful to those who have to commute to and from work which is something I have to think about.
- I did not see the change making on impact would agree to a test.
- Hay make it 6 years
- No, Traffic is difficult, no u-turns, less parking. I expect this will result in more traffic detours peak and butterfield.
- No, not unless you want the businesses to suffer
- Nay. We need the street parking. If there's a garage then maybe.
- No, I found the traffic hernia and prohematie with in one lane. I am not in favor.
- Unsure of project plans...
- Yes. Street needs to be quitter and calmer. Cars go way too fast. scared to cross the street too noisy when eating outside.
- It was so dark I don't know the layout.
- Yes, Please!!!
- Yes
- N/A
- Neutral
- No. Too much Traffic Congestion.
- No. Too much traffic congestion.
- Yes
- Yes, improving downtown improvements business = more people = more \$\$
- Yes, because I like to walk and I often run downtown for exercise. I would feel like an unleashed dog. Ecstasy!
- No. Don't think there was an issue before. And tonight took 4 lights before we got through the intersection 15 mins.
- I did but your meetings are at 3-4pm during work hours. When I work.
- Take out strat parking if needed,, but get rid of the ridiculous bike lanes. It is a total traffic jam an unsafe in an emergency.
- Sure :)
- Yes, we need a longer trail to see how businesses, traffic and the public like and use the new layour
- Absolutely ....
- Definitely
- Yes



- Yes
- Yes



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**Morgan Hill Monterey Road Complete Streets  
Demonstration  
Community Comments  
October 24-25, 2014**

**Complete Streets After Demonstration Comments**

1. Where do you currently live?

Other:

- unincorporated SCCO

2. What is your current age demographic?

3. How often do you generally come to downtown Morgan Hill?

4. Why do you usually spend time in downtown Morgan Hill? (Select all that apply)

Other:

- hair salon, banking, florist,
- Drive my son to school
- Child care
- Medical apts
- music lessons and tai kwon do
- Hairdresser
- Community events
- Thursday night dinner & music
- childcare
- Library/city hall/pass through to go to other destinations
- live there
- gas
- None of the business interest me..
- drive thru
- passing through to City Hall or Light Rail
- resident
- I live on 5th st



- Getting to the schools
- school drop off
- farmers market
- Classes/Lessons
- music class
- Senior Activities
- passing thru
- kids in school (now Live Oak)
- Hair appt
- Hairdresser
- Drinking
- Britton
- Events
- We Live downtown
- School
- Events
- go to church
- karate
- Farmers Market
- eye, hair appts
- Entertainment
- Driving through town....
- I go to church at the MH United Methodist Church
- friends & family
- commute
- dog walking
- Cultural events, concerts, theater
- Happy Hour
- Exercise
- walk the dog!
- library, shopping, inspect our rentals
- Driving children to and from school
- music lessons at music tree
- Driving from one end of town to the other.
- Street fairs, music
- banking



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- Music lessons
- commute
- music & events
- Drive through to access other places
- Music Lessons
- Family lives downtown
- Banking
- bank
- farmer's market, driving through
- Driving through town, banking

**5. If you bicycle in downtown Morgan Hill, how do you think the lane reduction would affect your feeling of safety?**

- "Cannot fairly comment as I don't bicycle downtown, but I think the focus is somewhat misplaced...
- The reason people know the businesses downtown is because they see them when they drive through downtown or go to neighboring businesses downtown in their CARS. If they don't drive through, they will have NO clue what is there and will instead to to the easier accessed shops and businesses elsewhere."
- I do not bicycle in downtown Morgan Hill---only around my immediate neighborhood & on Coyote Creek Trail.
- SUCH AN INSANE IDEA
- Morgan Hill is currently very safe, and one of the best cities in which to bicycle.
- I never cycle downtown.
- Depends on where we're supposed to bike now, on the street with the cars, or on the sidewalk with the pedestrians. Either one won't be that relaxing.
- Ridiculous in an already constricted and frustrating area to begin with!
- I don't feel a lane closure will effect my safety.
- Eliminate carbon fuel pollution
- No comment
- i would never let my kids ride down that street
- When biking with the kids, it's very easy and safe for us to currently bike downtown or through downtown. We do not feel as though we need our own bike lane. We have respect for the cars going through. If we are going



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for a real bike ride, we use city back roads and the trails already provided for bikers. Roads are for cars, trails are for bikes.

- I don't bicycle but feel most that do already have too much lack of respect for vehicles and pedestrians. The cyclists act like they own the roads and don't obey the laws. I see them run stop signs, stop lights, not stop for pedestrians, pull out in front of cars, I could go on. This should not be about bicycles. It should be about what is good for the city and it's tax base.
- The people I've seen biking in downtown in the last 20 years are 12 year old boys, and half the time they are trying to do some type of trick. I don't see the people who dine and shop arriving on bikes.
- I don't think reducing lanes help anything. If you want to add a bike lane eliminate parking on main and put the bike lane there. That will also reduce exhaust being blown on your food while eating.
- I bicycle quite a bit but don't bicycle downtown nor so I think downtown should be a place for cycling. It just isn't the kind of place cyclist want to be. We like open spaces and nature, not biking by bars and restaurants.
- I don't bike into Morgan Hill, but my customers would feel safer.
- We would love to bike downtown with our family (4 & 7 yr olds) in a safe environment to do so.
- Na
- Don't bicycle downtown too often, but having only one lane would definitely make a difference in the safety factor.
- Current traffic, despite posted speed limits, travels waaaaay toooooo fast
- bikes belong on bike paths
- more cars congested & confused drivers
- Don't ride downtown now.
- I don't ride a bike on major streets
- "Much less safe if Sharrow.
- Much safer if dedicated bike lane."
- I don't feel usage with the lane configuration as it stands; however, more room with higher visibility would be nice. As well as designated parking areas for downtown visitors.
- I am not a cyclist, but if I were, I would avoid the downtown traffic whether or not we were to add a bike lane, and would use Butterfield instead.
- I commute to work almost everyday traveling through downtown on Monterey Road. Currently I have to pedal swiftly through downtown to avoid getting hit by a car. Converting a normal traffic lane into a bicycle



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lane will greatly improve my safety and encourage me to shop locally since I will not have to avoid cars.

- Fewer cars would go downtown and likely safer.
- I don't bike downtown and changing the road to one lane won't have any influence on me to ride my bike more
- I would bike downtown they don't have much to offer.
- I don't usually bike in downtown Morgan Hill
- We do not go downtown much now because of the lack of wide bicycle lanes and all the noise of many cars and trucks driving by. It's not enjoyable to eat outside when loud engines and car stereos are always whizzing by.
- Bicycles should not be the only factor on making these changes!!!
- I don't bike
- Drivers will become more aggressive, irate and more 'road rage' because of the massive traffic jam.
- I often ride with my child in a trailer and we usually use Depot street when downtown due to the lack of a bike lane.
- Cars would have road rage with 1 lane and make biking less safe.
- Less likely to be hit by a car or worry about open car doors as I bike through town.
- you have to watch for parking cars opening their doors when a bicyclist rides by. Not sure how you solve that other than encourage bicyclists on a parallel street to Monterey. Do they really have to ride on Monterey?
- I don't ride a bike
- regardless you can't stop the drivers from texting and driving at the same time. One lane or two,, it's still dangerous. Where theres a vehicle you will always have that risk. So please stop wasting our tax money!!!! Fix the roads and sidewalks!!!!
- This would be great, and would make Monterey a bicycle arterial.
- It was a all the car going it to one lane and people all most getting hit. Not good at all. We had two lanes at one time and people did not want to go downtown. To hard to get around
- I don't bicycle but would prefer to see bike lanes south of downtown near Cosmo where the shoulder is insufficient and there is no sidewalk.
- I might actually bike with my child downtown.
- I don't bicycle



- I would rather see the trail from Watsonville to downtown completed. I don't want the road narrowed to one lane. The downtown works now. Don't be like Gilroy and mess up the relationship of the downtown with the community.
- "We live south of town so it's the trail that ends near spring ave that causes me to not want to bike downtown. We love the trail but do not feel safe on Monterey
- ave all the way until we hit downtown"
- I do not bicycle. I wonder if the bicyclists just want to use Monterey to get between two places outside of downtown as those of us who drive cars do, or if they are actually interested in stopping downtown.
- don't bicycle
- Drivers should be conscious of bikers and bikers should use bike lanes whether there's 1 lane or 4.
- I do not bike.
- I don't bike to downtown but feel that by creating more opportunities for riding down the streets it would make it less safe. having parking for bikes I think would be good so that people could bike to downtown, park, and enjoy.
- Traffic still does not mix well with bikes, and drivers are too aggressive to pass cyclists downtown. Very impatient
- Cars currently travel too fast through downtown.
- Haven't biked downtown so can only assume
- see how bicycles have lanes in Berlin.. very interesting. red bricks mark lane on sidewalks.. peds move..  
Still have to get downtown. The traffic was so backed up Friday and
- Saturday the drivers were getting frustrated.
- N/A. I don't bicycle downtown.
- We ride our bikes downtown a lot with our dog. We usually have to use the sidewalk because there isn't room/bike lane. That being said, I wouldn't feel "safer" having a bike lane. People exiting cars, drivers not paying attention... those concerns would still be valid regardless of a bike lane.
- I do not bicycle
- Keep both lanes
- I don't bicycle downtown.
- I don't bike down there so I couldn't really comment. However, I do drive down there.



- I don't bicycle downtown....
- It was great to see bicyclers with room to cycle it gave it the real town experience.
- It would be most effective if combined with "feeder" routes from the surrounding areas, but even just for the downtown area it would be great for both safety and the appeal as a destination for family outings.
- At this time, bicycling through the Downtown area is extremely unsafe and dangerous for cyclists. Children who attend the local schools are forced onto the sidewalks with their bikes. Local cyclists avoid downtown for that reason. San Jose, Los Gatos and Almaden cyclists who regularly ride on the bike trail and Uvas road have no clear and safe access route to the downtown. Cyclists LOVE coffee, food and socializing. The Morgan Hill downtown would be a great destination for cyclists.
- I normally do not ride directly on Monterey as I have had some close calls. I take side streets.
- riding a bike through downtown MH is very dangerous at this time.
- "Both examples would have bicycles and vehicles sharing the lane, either fully sharing one lane or sharing the parking lane and causing the cyclist to enter traffic when cars are parked.
- How will moving vehicles move to the right to allow emergency vehicles to pass?"
- I ride my bike to and from work. Fantastic idea! We have a great downtown in Morgan Hill and the lane reduction is a progressive idea to provide a safer, pedestrian friendly downtown.
- I do not bicycle there.
- Bicycle riding is dangerous!
- would be helpful if bike lanes extended past downtown
- I never bicycle there.
- I think more car/bike accidents will occur during peak traffic hours. Just too many distraction in a reduced environment if you take lanes away.
- N/A
- From what I saw over the weekend...blending the bike lane into the traffic lane...that's just NUTS!
- I do cycle for recreation and the current situation is that there is no escape route for cyclists. You have to ride in a car lane. Having a bike lane would encourage me to use downtown more, as well as enjoying walking more and sitting at outside seating at restaurants without cars passing a couple of feet in front of me.



- Higher risk, only three blocks of scrunch down is enough to enrage drivers who are looking for parking, stores and cross traffic. Absolutely NO "calming" is taking place with this proposal. Just makes me more likely to go to Gilroy or San Jose for my shopping and business needs. Who needs the aggravation.
- At least I would feel safer once I reach downtown. The trip there would not change.
- Why would I want to bike downtown when there are safe paths made for exactly that to bike.
- I think that this will just take up more space really that is needed for the cars that have drive down here. As it is sometimes the bicyclist take up the car lane too. And this will make downtown more congested than it already is.
- "bicycle riders can use Depot Street or Butterfield to get from one end of town to another
- Reducing the lanes will only make Monterey road more congested by reducing the lanes to one one. Is this your goal? and to reroute most of traffic away from businesses? there will be less visibility for businesses by moving the 'traffic pattern to other places' other than the main route used by autos: with the economy being slow any way, businesses are already having a hard time staying in business."
- Since there are considerably more cars than bikes that use Monterey Road through downtown, I believe that the need for north south driving lanes should take precedence over the desires of the minority bicyclists.
- I was born and raise in Morgan Hill. I had never had any problem about safety. If u want to ride your bike. Ride it on bike trail which we have it called Coyote Creek trail. Instead of worry about getting hit. Thats what I called safety! Y waste money on things that newcomers want. Get over it. And deal with it. Should put money into fixing roads& cleaning up trash that I see all the time. Fix the problem of traffic jam during 3:00 to 6:00pm Mon thru Fri. But Fri is the worst fix traffic problem
- N/A
- It id safe enough now as it is. Lane reduction wont make it any safer, just more congested.
- A large group of bikes crossed in front of my car last weekend to make a left. They just laughed when they almost hit my car. Talk about sharing the road. Will bikes own downtown with these changes?



- You have a beautiful concept here which, sadly, is not consistent with Morgan Hill. We are not a quaint European village where people cycle to the market, place their daily purchases in their baskets, and stop to sip a cup of espresso on the way home. Those very few people who can and wish to do so should be safe, but to disrupt traffic and spend scarce tax dollars for negligible gains would be very unwise.
- dont change it
- I don't bike...but can't see that having one lane will be safer for bicyclists.
- The problem will be cars pulling in and out of parking spaces.
- Not interested in bicycling downtown
- I usually avoid downtown on a bike due to the number of stop lights. I take Butterfield and this propoasa will increase car and truck traffic on Butterfield.
- Your question above presumes that the person filling out this survey is in favor of reducing the downtown area to one lane in each direction. I am not in favor of making this change at all.
- I think it's a good idea; more bike-friendly in general.
- I don't bike anymore but I fully support any effort to make Morgan Hill safe and friendly for bicyclists. It should be known as a bicycle friendly city...and for walkers too.
- Biking is not a good idea downtown.
- I believe that Reducing to one lane will increase congestion and disrupt the flow of traffic through downtown
- I walk downtown and don't have a problem.
- It will be much safer to leisurely walk/bike downtown and eating outside without breathing in exhaust will be amazing! Hopefully it also encourages students to walk and bike to school!
- Cars are passing really close to me, because there is no way to give me more space, I feel locked up between parked cars and moving cars, very unsafe.
- Cars currently travel too fast to share a lane with them. I always feel like I am going to get hit.
- I am a regular biker. I don't usually go through downtown as the interesting bike roads run N-S on either side of the city.
- This is such a small portion of our cycling area that, while helpful, will do little towards the greater goal of making the greater town and south county more cycling-conducive and safe.
- I dont cycle



- People don't typically bicycle through downtown because it has too many lights and is congested. Even with a lane reduction, I cannot imagine using downtown as a cycling location.
- Whether the lane reduction is done or not, there NEEDS to be a BIKE LANE on Monterey through downtown Morgan Hill.

**6. How would the lane reduction affect your decision to bicycle through downtown Morgan Hill in the future?**

- I will AVOID downtown much more because of the changes. Even after construction it seems the plan will likely result in FEWER people wanting to go downtown.
- I have no intention of bicycling downtown, with or without a bicycle lane.
- I usually go for long rides, I have no desire to ride through downtown. By increasing traffic by decreasing the lanes you make it MUCH less safe.
- It would not affect my decision to cycle through downtown.
- I already bicycle TO downtown, and then go by foot through it to shop/eat.
- It wouldn't change my mind on whether I bike/ walk/ stroll downtown. The lane reduction will however change my mind about even going downtown at all.
- Casual biking not distance movement since peripheral streets are dangerous without bike lanes or firm adequate width and shoulders.
- N/A
- cars and bikes will never mix in the country
- Again, those on long bike rides should utilize city and country roads already provided for them. we've lived here 12 years, have never once had a bad or unsafe experience biking to or through downtown
- Again, why is the main focus on bicycles/cyclists and what they want?
- I would avoid downtown because I wouldn't want to deal with the hassle. Have you been to downtown Gilroy lately? They have one lane both ways, a lot more people walking in the street, and 75% of the stores are empty. They don't even bother to try to dress up the empty windows. It is a modern day ghost town.
- As I said previously, a downtown area isn't an attractive location to cycle under any circumstances but if cyclists and foot traffic is being encouraged, I would definitely avoid it.
- This would be great as long as the businesses are allowed to spill out onto the sidewalks more when appropriate.





- With a bike lane, it would be much more inviting for our family with 2 young kids to ride our bikes downtown.
- It's not just biking in town, it's getting there from your car if you've brought your bikes into town. There's not enough parking a lotted either way. Your basing all this improvement on a few blocks that have no attraction besides resturants and the few shops I never see people in.
- the hell with bikes what about us local car people?
- I don't ride a bike through downtown
- Only if dedicated bike lane.
- Unchanged. Love downtown.
- I would never use Monterey Road to bike through downtown.
- Instead of just commuting, I might take a casual ride through downtown with my family. Currently I discourage family members from riding through downtown.
- It would be better
- I don't bike often. wouldn't affect me
- I wouldn't bike at all
- The few lanes that are proposed to be bike friendly are just not enough biking area to make a trip to downtown via all the other roads to get there. Then there is not enough area for biking. Even for families - THIS IS NOT A GOOD IDEA.
- I don't bike
- There are way way more people that would utilize the restaurants than bike through Monterey downtown. its already dangerous to bike through town. why not make an alternate backstreet bike friendly and guide them that way. There is no way to have both pedestrian multitudes and bicycle safety on the same street. bikes should come thru the back and offer bike racks for their convenience.
- I don't ride a bike
- The separation from the traffic lane -- even if it's only the painted strip -- will help hugely.
- not applicable I do not bicycle
- I don't ride a bike.
- Narrowing the roadway will increase traffic and make it more difficult and dangerous to get to downtown by bicycle.
- Especially with kids it feels a lot safer





- Monterey is not like Arastradero in Palo Alto. Monterey has character and many businesses. Arastradero in Palo Alto is a street with apartments and a park. Discouraging cars will take business away from the downtown not bring in more.
- I do not bicycle, so it will annoy me as a driver, but not effect my bicycling habits.
- Crazy backup avoided it after I saw the backup
- no safe bicycle route from home to downtown
- See my above comment. It would make no difference.
- The bike lane idea is good but too short a distance to have any real effect on people chasing to bike downtown or not
- I own a business downtown, I am usually hauling supplies and the like. When we go out to dinner, we look for easy parking in front of the restaurant.
- Still wont bicycle downtown. I go to designated parks for bicycling.
- I noticed a lot more traffic and grumpy drivers.
- I do not bickcle
- Keep the lanes
- I'm indifferent. If I'm going to get hit by a car, I'm going to get hit by a car.
- I don't bicycle period
- Bicycle riders use the roads but do not provide any vehicle related taxes toward road upkeep. They get a free ride on the streets and in many cases cause additional congestion. Most fail to observe the rules of the road and many carry an aggressive watch out for me I'm special attitude with them as they ride.
- liked the fact that there were not all those speedy cars challenging anyone in their way
- They need include a bike lane, make it more foot/bicycle traffic friendly
- There currently is extremely little or no shoulder at all through MH. The lane reduction would be a big safety improvement for cyclists.
- "As I bicyclist, I would use an alternate route as I do now.
- As a driver, I would be less likely to spontaneously stop at a retail store because there will be less places to park close to the store."
- I generally bike ride for exercise, not leisure. New lane adjustment may encourage consideration.
- No change
- I would probably change my route to insure my safety.



- Too dangerous with only one traffic lane.
- This is folly and a significant waste of taxpayer money.
- I live close enough that biking makes a lot of sense to enjoy the downtown area, attend the farmers markets, get a cup of coffee, so some shopping, etc. For evening activities, I would still most likely drive, especially during daylight savings time.
- I wouldn't bike downtown. No reason to start.
- I just do not agree with there only being one lane sounds like a nightmare to me and I would probably try and avoid downtown altogether.
- It is still monterey "highway" and i would likely not want to cycle on it
- whose hair-brain idea was this to reduce the lanes and create the main part of town solely for the benefit of bicyce riders?
- I don't bike to downtown... I drive there.
- I dont care!
- N/A
- It wont have any affect.it
- For me, the ride to downtown (2.5 miles) is more a factor than cycling through the downtown area. I suspect that downtown car traffic will be more snarled, with the potential for a less safe cycling experience. In any event, narrowing the road to one lane would not induce me to cycle to and through downtown.
- I don't bicycle...but this is NOT a good idea.
- I still would not bike through down town
- Not interested
- Your question above presumes that the person filling out this survey is in favor of reducing the downtown area to one lane in each direction. I am not in favor of making this change at all.
- Don't bike anymore...but I would if I could.
- No impact
- It would not make a difference for me.
- I can't wait!
- "I will take my kids too, and do not have to use the sidewalk anymore. I will use down town more likely, now I use depot street more, because of the space there is.
- I like the separated bike lane above the share the road lane!!"



**7. As a pedestrian, how would the reduction of vehicle traffic and noise in addition to wider sidewalks affect your decision to spend time in downtown Morgan Hill?**

- "Mentally people already have seen so much money over the years thrown away with ""consultants"" and plans and ideas that a minority of people think up when it is not their money involved.
- I am glad to see people participating on FACEBOOK. Hope you do consider how many people are feeling concerned & upset with the plans. Majority of people are NOT fans, but some don't want to complain because they don't want to become the ""problem"" or naysayers. This is NOT a good idea in my opinion."
- Down town is already a pain in the butt, why would I want to come when you make it much less convenient ? Are you trying to put the shops out of business?
- "There is not a noise issue now. I have never noticed it.
- I have eaten outside before and also during the trial lane closure and the exhaust smell seemed much more noticeable as there were more cars idling through downtown as there was more traffic."
- Fast forward thinking plan for cultural enhancement and educational enrichment should be primary goal. Sustaining businesses of various commodities for all ages to promote healthy village activities will assist in economic balance.
- "not convenient for drivers
- Too many bikers on the roads as it is"
- Our family nor any of our friends are any who complained about noise or traffic downtown. We dont mind it at all. If we sit outside at a restaurant, we already know its going to be a bit noisy. Its exciting and breathes life into our days. You can build all the expensive fancy homes you want, that will not make for more shoppers downtown. Downtown MH does not have enough to offer shoppers. There is not enough parking. There are not enough good stores. Food is expensive. lgs rather boring really.
- I would still have to drive there. With one lane I'm sure it's going to be more difficult
- Too much gridlock!! Put it back the way it was.
- The present environment is already very nice. I enjoy walking from one end to the other.
- Parking is bad enough when we dine there every Thursday. If I went, I would probably go once a month at most. Sometimes I want takeout from



Rosie's or Ladera's and I don't go because I know parking will be a nightmare.

- I think accessing downtown will be harder with fewer lanes. The traffic I saw this weekend in the the test leads me to believe I would think twice before coming downtown if the street is narrowed.
- In response to #8, no parking.
- If it's difficult to access the area, I will go around and avoid it. There are other shopping and dining areas with easier access and parking.
- It has no affect on me
- , but I would enjoy it more.
- It would be so inconvenient and even worse to get thtough and then parking would be a nightmare
- I noticed Friday, that the one lane made that 1 single lane extremel busy north and south! A major point to ponder...
- It is my experience on Friday that the traffic was more congested and louder and I felt less safe due to the congestion.
- less parking was available
- I already go downtown a lot. I just want to enjoy it more while I'm there.
- The traffic was horrific with vehicles idling without end creating a constant cloud of exhaust.
- Vehicle noise was much less.
- I don't like all the cars buzzing through. It makes eating outside the restaurants less enjoyable.
- I will avoid downtown due to the traffic congestion that the single lane will cause.
- Safety is key with more community interaction would be key for myself. What disruption would the business community anticipate due to this change?
- The new parking structure, assuming it ever gets built, will increase foot traffic considerably, as well as traffic and noise. The increased traffic will increase risk for foot traffic unless ped-x crossing lights(see Lincoln in Willow Glen) or stop lights are installed at key intersections, such as Monterey and Third, and Monterey and Fifth. Reducing car traffic to one lane, and adding a bike lane without those ped-x lights will further congest traffic and decrease ped safety.
- It's wouldn't reduce the noise. There be a more of a traffic jam with cars just lined up waiting at the lights



- Might come less due to less street parking...and a parking lot 2 blocks away is not convenient for stroll shopping or a quick single store purchase.
- The traffic doesn't affect walking through town. The sidewalks are large enough .maybe should just put lighted crosswalks instead of all this other mess.
- All of these things will make it more likely for my wife and I to go downtown.
- Depend on if restraints will expand tables out further.
- I do not like the one lane road and probably would frequent downtown less. There is already too much traffic. If the road noise & air quality is an issue, perhaps trucks and busses can be diverted to Butterfield.
- HAS NO EFFECT
- Currently, I think downtown has far too much vehicle traffic. It is loud, dangerous, and ruins the ambiance of dining outside.
- Bicyclist do not follow any traffic rules anyway, as a pedestrian, I've almost ran over numerous times from bicyclist, there as cars are much more alert and follow traffic rules and are far more caring of pedestrians. I fear bicyclist more. One did RAN OVER my son and never stop and he received a broken arm!!!
- But I will enjoy it a LOT more and firmly believe it will encourage others to come more often. However we live within walking distance. Parking has to be addressed for those that don't.
- I love the outdoor dining options but we often choose to sit inside because of the noise from the traffic.
- Parking and traffic should be more of a consideration to get to the businesses and restuarants than bicyclist needs
- I would be more likely to sit at an outside restaurant table.
- Spend the money to improve pedestrian pathways to get to downtown and I'll walk there. But continue to neglect pedestrian pathways (like sidewalks and shade along Monterey north and south of downtown) and increase the vehicle traffic and I'll avoid downtown entirely.
- The traffic it will create by not moving cars through downtown will be a nightmare
- It is too far to walk to downtown from most of Morgan Hill. The garage would work but by narrowing the street you are discouraging visitors from going downtown.
- I do not find the current four lane configuration a deterrent to walking in downtown Morgan Hill.



- Vehicle noise, especially motorcycles, is a major reason we do not dine or spend more time downtown.
- Right now the downtown street has so much traffic and is a busy street full of cars. As a pedestrian it would be a much nicer experience if there were less cars using it as a "thoroughfare" vs if the only cars driving down it were ones whose destination is a downtown parking space.
- With increased traffic congestion there is a higher likelihood of honking. Not fun for a leisurely walk.
- I'm German, so I am used to pedestrian walk in Europe. It would be a great thing in downtown Morgan Hill!
- still think its a bad idea. Didn't work for Gilroy and think it would be awful.
- Less and slower traffic, less noise, more space to walk, sit and kids to play is a great idea.
- The traffic has never been an issue for me in downtown Morgan Hill. I love walking from Main Street to "Bubbles" and back as it is now.
- but I would need more than great restaurants to lure me down more frequently.
- I lived in New York. This is not noisy. ridiculous. I have worked downtown for 25 years. In my opinion there is less foot traffic than there was 10 years ago.
- This will be especially nice when sitting outside at the restaurants as the traffic/large vehicles can be very loud
- "We come downtown to support local business.
- We ENJOY the hustle & bustle... the buzz... of being downtown - the energy - and I think you will diminish that when you narrow the street and clog up the traffic. This idea may look good on paper, but we've seen this before - in TWO areas we've formerly lived it - and both times it failed. When you make vehicle access more difficult, you discourage folks from coming - and they end up over at the mall."
- "Currently, vehicle traffic and noise majorly detract from an otherwise enjoyable outdoor dining experience at all of the major downtown restaurants. We would be much more likely to go out for a meal, grab a coffee, and generally enjoy our downtown area if traffic noise was reduced.
- We would personally love to see the lane reduction; a format similar to downtown Santa Cruz, Livermore, or even Santana Row would be a huge asset to our community."



- Parking and traffic were adversely affected. I'd probably come downtown less often, especially during peak hours.
- Keep the lane
- I expect that the traffic around downtown would be impacted in a negative way, i.e. more traffic on Dunne and Maine around Monterey. Also, the traffic will likely be slower through town because of the reduced lanes and it would make getting to appointments in town less convenient.
- I love downtown right now. I don't have a problem with it. I think it's got the perfect combination of outside leisure with slower traffic. My fear is that I'll avoid it if it's going to be a hassle.
- the traffic will be heavier... less lanes to move traffic...
- It was good to see cars going the speed limit so they could check out our great restaurants and shops.
- I always feel when I walk through the areas where there is outdoor dining that I am intruding on everyone's relaxing dinner/cocktail time. I hope they make an area to walk through where you are not disturbing those frequenting downtown.
- Downtown MH is too noisy at this time. Traffic reduction is greatly needed.
- It's uncomfortable to walk "through" the tables where diners are having a meal. Wider sidewalks would cause pedestrians to wind around the outside of the expanded restaurant space. It also does not seem wheelchair friendly. Will retail stores also expand into the sidewalks as the restaurants do?
- It's hard to walk in downtown with kids and not very relaxing since the sidewalks are small and cars are speeding by.
- It would be so nice to eat outside restaurants with less carbon monoxide to breathe
- can't come much more than everyday
- Backed up one lane traffic will not reduce the noise. I was there during the trial run. Uggh! No thanks.
- I would absolutely eat out more often. I love spending time eating outside but the traffic and noise make the outside of most of the places uncomfortable, smelling, and loud. Love the idea of doing something like they have in Gilroy. Yes it will increase traffic. But that is what Butterfield was built for.
- I drive to downtown so I would avoid busy hours and unless there is a plan to create more parking and accommodate flow of traffic I would visit less often.





- The lane configuration is not going to affect my decision to come downtown. The business (or lack thereof) is what drives foot traffic. Give me a reason to walk around downtown and I'll do so. At the moment I usually park, stop in a restaurant, get back in my car and drive off. At this point wider sidewalks would not, in and of itself, cause me to frequent downtown anymore than I do today.
- I couldn't find a place to park if you close off the 2nd lane.
- Since I'd have to walk from a distance with all of the on street parking gone, I'd not come downtown to eat as often as I do now.
- I still have to get there. Wider sidewalks will NOT cause an increase in pedestrian traffic when the pedestrians don't live close enough to walk to downtown. Like it or not, in the 21st century we drive cars, trucks, jeeps, motorcycles and some few bikes. Giving this over to bikes and walkers means business people will run from downtown. No customers means no business.
- I hate eating outside with my 2 year old with all the traffic, and noisy motorcycles. I worry about her safety, and it is hard to enjoy a meal with all the noise and traffic.
- I think less noise and traffic would at least make eating and leisure downtown more pleasurable.
- I probably won't go downtown anymore because the traffic with one lane each way will be a nightmare and finding parking will take forever. We go downtown to eat. We eat out at least twice a week and frequent the downtown restaurants. But if getting there is an issue, we live on East Dunne not far at all, but there's traffic with four lanes...we will most likely eat elsewhere and spend out \$60.00 plus dollars each time elsewhere.
- Sounds like a crazy nightmare idea to me. Just more congestion of cars and take longer to commute by car downtown. Total nightmare no thanks.
- One lane would congest the street and create the appearance of more traffic... that would definitely make me less likely to visit downtown.
- This is a loaded question... it presumes that somehow there will be less traffic. A narrowing of lanes will only slow traffic and create more noise. I will not come downtown if there are changes to the current street/sidewalk plan.
- Y worry about now when that is life. Deal with it.
- I went through downtown at high car traffic times on Friday during the two day trial. It took me five light cycles to get through one light. Normally, it would have taken no more than two light cycles during high traffic.





Knowing how bad the car congestion will be, I will avoid downtown as much as possible with the lane closures. I will eat elsewhere. I will shop elsewhere.

- I really don't see an issue with how it is now. Compared to other cities, Morgan Hill already has a quiet and less busy downtown.
- It is not a consideration now, so does not have an impact on my decision. I think it is fine now.
- How can you presume there will be a "reduction in vehicle traffic and noise"? The plan suggests having fewer cars pass a certain spot per minute (less noise, perhaps) but no certainty of any change in the number of vehicles (unless traffic becomes so snarled as to discourage drivers from going downtown). In such case, I'd be less inclined to go downtown.
- 4 lanes to 2 won't be a significant noise reduction. There are crosswalks and speed bumps in place. I've never seen anyone speed downtown. Traffic will be horrible, and this will affect surrounding neighborhoods and detour routes.
- There are some things I'll have to do downtown, banking being one and shopping for gifts. I'll probably change banks because I don't want to have to park a ridiculously long way away from the bank and gifts can be purchased at other retailers. I like coming downtown and have no problem with the traffic, but I'll purposefully shop other retailers, and probably out of town. Just my little rage against the machine.
- But this will reduce the number of times that our family drives to downtown and subsequently reduce our visits to downtown. If the severe lack of downtown parking is addressed we will come more often. Campbell has a few multi-level parking garages. Parking in downtown MH is very limited and will be a major hindrance to the future success of downtown.
- More congestion might make trips less convenient and give me pause about when to make a trip or whether to not make a trip.
- the sidewalks are not what decides my decision is based on what is offered downtown. We grew up in Los Altos and Los Gatos, those are the types of downtown...sidewalk...shops we are looking for. Not JUST wider streets
- It might make outdoor dining at Monterey restaurants more pleasurable.
- Also it would make eating at one of the sidewalk restaurants more pleasant.
- It would be too much of a bother to drive through clogged street with traffic moving too slowly.



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- I think it will create a never ending lane of traffic. It will not reduce traffic.
- I can't wait to eat outside without honking horns and breathing in exhaust.
- I had lunch with my friend at Rosie at the Beach and there was so much noise and trucks are passing too, I did not enjoy that .
- I love the outdoor/sidewalk atmosphere that the restaurants are trying to create. I think having fewer lanes would make the outdoor dining more enjoyable.
- If I have to fight more traffic to find less parking, I will do everything I can to avoid downtown.
- Sidewalks are wide enough.
- I think the idea of reducing the street to 1 lane in each direction is not a good idea. I would visit downtown less.

**8. Did you attend the downtown demonstration of the Monterey Road Complete Street Project on October 24th or 25th?**

**9. How can we further improve our goal to make the downtown the most walkable, bike-friendly, urban, family-oriented, and transit oriented neighborhood in Morgan Hill?**

- Leave the downtown like it is. Less lanes brings much more traffic, which keep me away from the downtown.
- Leave it alone
- By allowing traffic as slowed by the existing speed bumps. The lane deduction idea is a bad one
- "Re-align the goals to NOT run directly down the main street of downtown.
- Do the Majority of people in our community REALLY agree with these goals?
- I think perhaps people who do NOT use downtown may think it is a great idea, but they are not the MAJORITY of everyday people that use downtown.
- I find that people often have what they think are great ideas, as long is it does not impact or put them out in any way. When it comes time to spend THEIR money or impact their property or business, I think their opinions may be very different."
- I think there has to be a balance, as the businesses downtown should be the principle concern and not the bikers or the pedestrians. The goal should be to drive traffic downtown, and this includes cars. If you close off



access to cars, you limit the opportunity for downtown business to continue to attract newcomers. The ability to enable that type of traffic is crucial for the health of downtown business, and this should be the principle goal of any efforts towards the downtown project. In the past, efforts downtown have been at the expense of business, business owners who wanted to contribute to the health and viability of downtown, and were instead put out of business - all because of poor planning and implementation on the part of the city. I hope that the business community is the primary consideration for the city in regards to any further activity downtown.

- Leave it two lanes. Or we will vote out those that approved it.
  - your goal to improve the downtown could be furthered by NOT going forward with this ill-conceived plan and restricting automobile-traffic to people, who might otherwise patronize local businesses.
  - Need a bike shop in town
  - I think the whole exercise is pointless. We'll just get like Gilroy which is a nuisance to try to drive to or get through or shop in. It is a huge mess.
  - leave the street as is. the idea of reducing it to two lanes is as dumb as the one the city did to 3rd street. the problem is that the council is going to do what it wants without regard to the wishes of the people. forget the few very vocal groups like bikers who speak loudly but represent a very small number of people.
  - Increase the available parking situation.
  - CalTrain freq to Morgan Hill increased
  - Willow Glwn has better lot pedestrian walkways on Lincoln with buckets of flags for street crossers to use to keep their needed 4 lanes. This might be a better alternative.
  - More car parking.
- 
- Big shade trees, more pedestrian space, interesting stores.
  - Why don't you do it from Main street to Dunn.
  - "Attract businesses! Real stores!
  - Too many bikers.
  - Horrible restaurants!
  - There is no shopping!!!"
  - I am not exactly sure but closing one lane does not seem like the answer. I don't like it. First off if MH is going to go down to one lane make it from



Main to E. Dunne so ALL businesses and restaurants benefit from it. Not effective to only have it for 2 blocks of the downtown. Second, if MH wants to promote downtown businesses and life bring back Mushroom Mardi Gras to downtown. Having it off Depot is not an effective way of promoting MH businesses/ restaurants.

- Leave it like it was. The Road Diet was the stupidest idea I've ever seen.
- Can we get rid of the tacky plastic hanging flower baskets?? They are an eyesore!!! So ugly and tacky!! Real flowers or nothing!!!
- "1.Ensure safe (and attractive) connectivity of other more auto-dependent neighborhoods in Morgan Hill to the downtown:
  - completing as much as feasible of the Bikeways and Trails Master Plan
- 2. Consider inclusive/universal design for safe and comfortable access for seniors and very young children.
- 3. Enhance the pedestrian experience with public spaces/parks/trails through the downtown.
- 4. Make sure housing is inclusive of all income levels (multi-generational and multi-family)."
- Poll all ages to develop true consensus. Adults have basic motives and tend to lose free spirit and discovery subsequently, plans become rigid, restrictive and confining.
- Expand the downtown area to include the Historical house and let new people learn about the town and the people that made it what it is today
- I did not like the lanes being reduced. I would probably avoid driving down town.
- maybe you should ask do you like the way the town is at the present time
- Leave it the way it is. Lower rents so more businesses can come in and make it a place where people want to go to. Whatever happened to the idea of downtown townhomes? Foot traffic is what we need to generate more activity, not less cars. By the way, now all these cars you are attempting to reroute will now be diverted to our neighborhood during morning and evening commute traffic. Thanks a lot :-(
- Would prefer that section of Monterey to be completely pedestrianised, otherwise leave it as it is. Do not like the idea of one lane open each way.
- Better shopping options. Boutique shops, high end shops. Similar to Los Gatos or Willow Glen.
- I like the idea of wider sidewalks, I assume that will also allow the restaurants to have more outdoor dining which is a plus. I am concerned of



the impact of construction to the merchants as there have been multiple project that have affected them during that time. The end result has been an improvement, don't have a recommendation on how to minimize the impact.

- What about making it business friendly and give people a reason to go downtown. Reducing traffic flow and making it harder to get to/through downtown will not make more people come. Personally, I will most likely go downtown less.
- Too much gridlock
- I feel it is already one of the better setups I have seen.
- Leave the downtown the way it is! Do you know how many families with small children and strollers attend downtown music? Tons. They would not risk the safety of their toddlers and newborns by biking to downtown. That is reality. Do you know how many people in wheelchairs attend downtown music? At least four per week. They are not going to bike downtown, nor are their nurses. This plan is only looking at the bikers' needs and is not considering the needs of the elderly, disabled or families with small children, that do business in the downtown every week.
- I think I our proposal will definitely improve the neighborhood.
- It's out of our control, but increasing transit service through depot street will help. Increasing the amount of pocket parks, green areas, and finding ways to encourage new businesses will help. People love to eat downtown, but an increase in retail options may make the area more of a draw.
- Eliminate parking on the street and add a bike lane in its place.
- I disagree with the goal of having a high foot traffic urban downtown. Morgan Hill is a small town and not a high density urban area. If it becomes one, it would ruin the reason most of us moved here, to escape high density urban communities (in my case I left Sunnyvale to come enjoy small town living).
- After spending several hours sitting on Lincoln in Willow Glen on Saturday morning between 11 and 1:30 I can say because I personally observed through visual observation that their two lanes of traffic do not deter pedestrians from using their down town area. The main draw to down town Willow Glen is the stores. The anchor stores are what cause people to come to their down town. Until downtown Morgan Hill can draw more desirable stores there will not be abundant people walking the sidewalks. AND the sidewalks in Willow Glen were not noticeably wider than the



- existing sidewalks in MH.
- Extend it length wise (down to Dunne) and North down to the Goodwill rather than width wise.
  - Connect the businesses, re-open the historic theater for both film and community use (dance recitals, live shows, etc.) Encourage more family friendly and/or youth oriented businesses.
  - "I currently find downtown as it is a joke. The restaurants and shops are sub par. There's very little that draws me to downtown. I recently went to odeum during the first Lane closure and found the back up
  - Of traffic & congestion horrendous. I think shutting it down to one lane will only prevent people from going. I think there needs to be quality restaurants and shops, I think there should be a parking structure to handle the influx of imaginary people you're trying to attract. I think rather than shutting it down to one Lane, attention should be focused on rehabbing the downtown area with quality places to visit. Give me a reason to go there. Right now i don't have any other than to use it as a thoroughfare. overall I'm really disappointed that this is even considered important."
  - more family-oriented activities downtown and more kid-oriented activities downtown
  - Widen the sidewalks for more dining near the buildings so pedestrians can walk down the street without walking through diners eating at tables.
  - Against one lane. Keep as is
  - More family friendly restaurants.Besides that we love Morgan Hill the way it is.We enjoy all that it has to offer already, its why we moved here.
  - I do not share or endorse this goal. I am happy with the way things are. It will just make it much more difficult to move through town in a car which is much more convinient and practical than walking or biking. I will make me less likely to go downtown.
  - Leave it the way it is. Your trying to turn the town into something it will never be. Don't ruin the downtown just to put a few bucks in the store owners pockets and a pat on the city councils back.
  - I completely avoided downtown and all its businesses during the weekend demonstration. If you want to draw people to downtown, improve parking, don't restrict access. Also, find a way to retain businesses - there has been quite a bit of turnover in storefronts due to high rents and other issues.
  - Keep it the way it is. No changes.



- "Replace taverns and smoke shops with bookstores, art galleries, bakery.
- Stay open on Sundays.
- More space to sit and relax
- Retain historical charm, including maintain/repurpose the Sunsweet property."
- Have more incentives for small, individual businesses to open up shop fronts here
- The bikes are not more important than the rest of us. Especially when they ride in 2 or 3 dozen packs.
- The traffic through the downtown area is already at the max for the number of lanes. Cutting the lanes in half will create more of a problem diverting people to travel on Butterfield and avoid the downtown. It would cause me to change from shopping and dining in downtown into picking another area up in San Jose. Plus, every town in the Northeast US which has tried this has found the downtown area has died within 10 years. Are you sure you want to do this?
- Limit the type of vehicle traffic permitted.
- I liked the wider streets and bike lane, but my appreciation of both was greatly diminished due to the major traffic congestion which caused noise and frustrated drivers. One woman backed up while we were crossing in a cross walk and almost hit us because she was impatient. If you can figure out a way to deal with the traffic, then it might work.
- Redirect commuter traffic to Butterfield. More affordable restaurant choices and reopen Granada theatre to first run movies and family entertainment. Need some unique "boutique type eateries" for before and after theatre dining.
- More pedestrian areas
- I feel it's fine how it is.
- Leave it the way it is
- Give us a bike lane that will also keep cars further from us on the sidewalk as we walk and dine.
- "close traffic through downtown on weekend evenings and Sat/Sun, especially during the warm spring-fall days.
- We could have a Piazza like downtown with lots of outside seating, street musicians and a lively downtown without trucks and bikes and cars driving by (they still drive by with one lane open)"





- Let it go back to 2 lanes in each direction and try something else to calm the traffic. More speed humps, lighted crosswalk markings, arterial stop signs.
- losing lanes will not bring people downtown. supporting businesses on Monterey so that they stay open will bring people downtown.
- Don't change the streets...they are fine the way they are.
- "Find a better phrase than
- ""walkable, bike-friendly, urban, family-oriented, and transit oriented neighborhood"".
- I doubt it can be 1st in all. Urban <- family-oriented."
- Find a way to get the cars to stop coming thru downtown. This is a great start and I love it!
- Do not go to 1 lane. It will create a terrible traffic mess.
- I like the idea as a resident of downtown. I want to hear from the downtown restaurant owners and business owners about such a change.
- I would like to keep the two lanes as is.
- "Transit oriented and walkable: Get the parking structure built as soon as possible. Move the VTA bus stop to the small lot next to the old train station on Depot. Put in Monterey Road crosswalk safety lights like on Lincoln Ave in Willow Glen.
- Family-oriented: Put a family-friendly (low cost, low fuss) eatery or a book/toy store in the old South County Bicycle store or in the old Simple Beverages store and turn that parking lot into a small playground. Give families with children a reason to come to the heart of downtown.
- Bike friendly: Provide free bicycle parking in the new parking structure.
- Urban: Do you mean sophisticated? Or just bigger and more crowded? If the latter, we are getting there without any trouble. If the former, get ready to reconcile two versions of Morgan Hill's business community: the downtown urban hipster place to meet up, and the Cochrane Road slurb strip shopping centers."
- Please street sweep current bicycle lanes. I am constantly getting flats due to the debris in bicycle lanes. Monterey road from Cochrane to old monterey road is especially cluttered with rocks and road debris cast into the bicycle lane by motor vehicles.
- If you don't narrow the streets, then put in more speed bumps to slow down traffic.
- I am concerned about the traffic that will be diverted from downtown. I believe that certain improvements would need to be made to side streets.





- Speed bumps on east second, forth, and fifth streets and a 4 way stop sign at depot and second st
- Leave it the way it is!
  - finally enjoyed an outdoor lunch downtown....without cars, trucks and buses whizzing by...spouting fumes and exhaust behind your back.....BAN ALL TRUCKS AND SCHOOLBUSES from Monterey Road...
  - I think it's a mistake to make the road smaller especially if parking doesn't improve. I understand your going forward to supposedly improve the experience but unless you improve parking for cars not only for those that live a good distance from downtown especially during winter business will suffer more. We need to draw better shops that will draw people to our downtown. And our theater, what gem and just too bad it's still not being used to it's full potential.
  - I think this is a very good way.
  - Yes and there was tons of traffic going through downtown. It was backed up all the way to Dunne. This idea is terrible. Making a left on to Main Street took me 3!ligts to make the turn. Also not smart when you have a school 100!yards away. There is no other access getting to Britton middle school but we have to go down Monterey road. There tons of traffic getting to Britton and sobrato with the 4 lanes that are there. Please rethink this idea and spend the money where it's really needed!
  - Prohibit buses and trucks from downtown; otherwise, leave it alone. The proposed change reminds me of Gilroy.
  - "Slowing down the flow of traffic is not going to make people want to stop and shop. I certainly wouldn't want to be dining in the outside spaces...the car fumes...especially with a Friday night traffic crowd. We went through on Saturday...2 lights to get through 2nd St. Less on street parking won't help either.
  - Are there really that many people that ride bikes to town...to off-set the cost? Are there bike racks filled with bikes now?
  - We do need more stores...a variety to bring more people into town...variety/gift shop, card shop, art gallery, holiday shop, jewelry, wish the book store was still in the center of town, cheese/deli/wine shop, bakery (not bagels),
  - There is a bare land parcel that might get an incentive to build on...and the old liquor store turned into something productive/money producing.
  - Was there parking/drop off in front of the theater? I recall barrels down from there with arrows...are we .really going to use barrels for decor?"



- Leave it alone. Bicyclists don't follow the road rules as it is
- Make sure there are plenty of bike racks available downtown.
- More parking would be helpful.
- Bring better variety of businesses that appeal to all walks of life and all income levels, not just the rich transplants!
- No changes necessary.
- Have bus and commercial vehicles use Butterfield.
- Definitely allow outside seating at places to eat and maybe a proper park at either end of downtown? Like there's a lot at one end that is empty or somewhere in between the downtown and train station. Families would walk with their kids downtown and a park would be really awesome. Also maybe signs directing us to family friendly spots? I didn't even know there was a book/toy store near downtown until I accidentally drove by.
- More midrange restaurants and Bars to downtown....Sports Bar and Live Music Lounges.
- The downtown area was planned a long time ago with the tree lined area, etc. This is a stupid dream with a lot of money that will be spent. We have nice neighborhood, downtown area. It is true that eating at the sidewalk areas is the "pits". Too bad the planning wasn't for using the back parking lot of the restaurants for a "no car" area and develop that as the user friendly area for eating, etc. Too late to redevelop Monterey Rd. thru downtown Morgan Hill. LOOK FOR A BETTER solution.
- make the bike lane ON the sidewalk.
- "Honestly. It already is. The restaurant patrons should not sit on the sidewalk if they do not wish to hear or smell traffic. The tables are on the sidewalks interfering with the flow of pedestrian traffic. There is already a bike lane. If you want to slow traffic down add more speed bumps or stop lights. I agree the speed of cars is excessive. They should add pedestrian crossing lights like on Edmundson or in Gilroy. More police presence. European countries with way more traffic on foot auto and bikes deal.... Why can't Morgan Hill?
- As a business owner in downtown Morgan Hill..We Need People Driving By! We added one restaurant.. Noah's, develop the lot next to them for parking. It is insane to think people will park 3 blocks away in a garage and walk in the rain, middle of the night...the clientele that are disabled. Absolutely no one goes downtown that does not need to. As for bicyclists... They still need to get downtown, the majority have coffee or go to the farmers market.."



- Finish the parking garage. The Oct 25 lane reduction was very good. On Sunday we went with friends for brunch at Santana Row and saw how wonderful it was to have large pedestrian areas. Also, I am in downtown Los Altos 2 or 3 times per month and see the single lane for traffic but parallel parking. This doesn't work very well. It is more conducive to having single lane traffic and either parallel parking or no parking. Morgan Hill downtown is not that big. With the parking garage it seems like single lane traffic should work fine.
- More retail shops; more lively events downtown; strive for a younger, more active vibe; a new facelift for the entire downtown area, a park area for kids, bike paths, more kid friendly shops and restaurants, a Starbucks or Peete's coffee downtown, redo all the sidewalks and make them wider so we can have more outdoor seating areas, add bike lanes, add a sign over top of street when entering downtown, a few bigger chain stores for shopping, expand to make it more than one street, farmers market on downtown street. In a nutshell, there needs to be a lot more shops and more exciting things to do downtown - like Los Gatos, Campbell, Pleasanton, Walnut Creek, Palo Alto, etc.
- Move the center of activity off of Monterey.
- Extend "downtown" farther North and South and bring in more stores to attract shoppers
- I think reducing the lanes to 1 lane each way should be made permanent. I liked the idea when I heard it, and the demonstration last weekend had me sold. My family and I walked from our home and enjoyed dining outside. After dinner, we just walked around experiencing what downtown had to offer. It was much more enjoyable.
- making sure that EVERYONE FOLLOWS TRAFFIC RULES, not just cars and pedestrians.
- going to 1 lane will hurt business. don't do it.
- BETTER SHOPS. More services, like a nail salon. Better variety of things that people will make a "day" of going downtown. Loving the movie theater - would like more choices of movies and daytime showings. It would be nice to have one more bar for the 30 and up professional crowd.
- "Add improvements like sidewalks and bike lanes to the roads leading into the downtown area, eg Monterey Rd south of the downtown area. The problem is not in downtown, its getting to downtown on foot or on a bike from other areas.



- MH traffic is already congested, especially during school and work commute times, on Monterey, Butterfield, Condit, and 101. Cutting Monterey to 2 lanes will make it worse."
- Make sure there are integrated bike paths/lanes. A nice bike lane downtown is great but if people can't bike there safely from other parts of town, it is much less relevant and useful.
- Attract more businesses to the downtown and offer more parking.
- "If you wanted downtown to be more bike friendly you might encourage a bakery that caters to bicycle enthusiasts -- the ""Bikery"" -- The Morgan Hill area is a hub for a lot of bike club routes -- it could capitalize if it had a bike shop / bakery or Coffee Shop / Bike Shop. Of course pedestrians and others can enjoy this type of confectionary.
- If biking became more popular you would likely have to consider bike storage lockers."
- like I said, pedestrian safety and bike friendly on the same street is not possible. you need one of the parallel streets to Monterey bike friendly with bike racks within a very short walk so they can enjoy coming there too. you can't successfully mix bikes and people without moving it to the slower party. like children. you scale down safety to what is the least level. in this case the least level is the pedestrian.
- Give up the notion that this action would benefit anyone.
- Maybe add a couple more boutique stores
- Buses should go north and southbound on Depot to do their stops for downtown. Commuters coming from San Jose to Morgan Hill should go down butterfield if they don't need to go downtown for anything.
- Put more traffic officers down town and bust the vehicle and bicyclist who violate the traffic laws!!! Stop wasting our tax money on needless cosmetic changes to down town and allow MHPD to do their job on keeping our community safe!!!
- "Confirm there are some things to lock bikes to ( haven't checked).
- Make an E-W bike-friendly corridor such as Main at the N end, and maybe San Pedro/Railroad/Barrett/Juan Hernandez/Tennant at the south end."
- Think about moving more of the cafe style restaurants to a different location. Narrowing the street really backlogs traffic into Morgan Hill and many of us commute.
- Let it be the way it is and stop spending money . Dont fix something that works now



- "Going through with the pilot program will really help us see and feel the effects of a lane reduction program.
- It needs to be at least 3-4 months so that people can change their driving patterns. That amount of time will create enough data to evaluate.
- It is so important to do this now before the new developments begin. Perhaps the developers can pay for some of the infrastructure if needed.
- I envision a safer downtown with a reduced lane format that will create a calmer traffic pattern."
- More kid friendly restaurants.
- Secure better shops to increase local business, provide Bike stations to secure and park bikes off the main drag.
- Pay attention to the entire area. Provide good access to downtown for bikes, pedestrians, and vehicles from everywhere in Morgan Hill.
- You can move traffic through so that it doesn't back up causing drivers to be annoyed and stressed out. Therefore making it not enjoyable to be downtown as a pedestrian.
- "Have a complete bike lane from one end of East Dunne to the other end to make it easy to come to downtown via bike.
- Try to move as much traffic as possible off Monterey Road, make it a car free zone as much as possible."
- Keep it small. People like cute, small hometown downtown's. Continue to close the streets for events. I love MH!
- "By completing the bike/walk trails around
- the downtown not on Monterey Rd. itself."
- More shopping and counter service food places vs seat down
- Slow down the cars, and make them more aware of pedestrians and bikes
- I do not detect anything in your plan that increases the transit orientation of downtown. Instead, by making the buses travel on more congested one lane in each direction streets, you should make it less transit oriented. I do not see urban as a desirable goal, as I tend to avoid congested urban areas. I do not see the change in downtown as increasing its family orientation and I believe it will become less walkable if it succeeds in increasing the number of bicycles, as my experience is they are less likely to stop for pedestrians than cars are. So, I see your plan as only being of the benefit for bicycles at the expense of being very negative for cars. As I have to drive through downtown almost every day, I oppose your plan. Block all lanes through
- downtown between Main and Dunne (or 5th street). Pedestrian and Bicyclists only. This could also allow for kiosk-type



businesses in the middle. It would beautify downtown considerably by being able to remove center divides, traffic lights, speed bumps, speed limit signs, etc. Parking would be accessible in the soon to be built garage from Depot St.

- Make it more inconvenient for motorists to use Monterey Rd downtown.
- Can't city is too crowded these days
- more visually appealing, more shops and restaurants
- Keep downtown properly maintained!
- Widen the sidewalks. Better visibility with crosswalks for pedestrians -- utilize the blinking lights and bright flag system similar to other downtowns like Willow Glen.
- Build more parking and take out the speed bumps. Easier access to downtown is likely to get me to go downtown. Bring in more shopping and make use of those empty buildings.
- "If you are going to do this, then please make it about a Walkable friendly area.
- bikers should be made to WALK with their bikes. There shouldn't be any specific bike lanes"
- I think the current status of downtown is to my liking. I have two younger kids and we are able to stroll down the street with no issues.
- You need to figure out how to get more interest for people to visit downtown. Los Gatos does a very good job of this, but they have more reasons to visit the downtown area. MH is just scratching the surface by comparison. Making more space available for outside dining and room for foot and bicycle traffic should help.
- "Add a European Café / Ice Cream Parlor to it and decorate the trees with lights all year long and then with Holiday Deco at the appropriate times.
- Thank you for all your hard work in making downtown Morgan Hill a comfy yet hip place to visit and hang out at."
- I think the way it is , is fine. People are always down town, all restaurants are full, all week , people at Fri night music, farmers market. Could the problem be the bike riders, who DO NOT obey the rules, don't stop at lights and do not stop for pedestrians . Leave well enough alone. I will cause grid lock, and then people will avoid Monterey St. and will go Butterfield, and not go downtown at all.
- Have a place where you can 'check' your vehicle safely and securely (maybe built in conjunction with the new parking structure) that would





allow people to bike to the downtown, park/store their bike or car or whatever they used to get their safely and securely, then walk the downtown. Having a place by the train station/MTA might also encourage more people to not drive.

- More shaded areas to sit and walk. Convenient and safe parking. Better mix of businesses and services.
- "The event had the feel of ""The taste"" or ""The July street dance"". I felt the need to avoid driving downtown during the early evening as others did.
- I did not enjoy the feel..it was like riding through its a ""Small World"" at Disneyland observing the different Restaurants, kind of like a Circus with the barrels on the street."
- Widen the sidewalks; flatten out the median and make it more usable.
- Don't narrow it to one lane. The fewer cars going through the downtown, the fewer people there will be to frequent the stores and restaurants. I will probably stop going at all if I have to park some distance away and walk.
- More retail shops
- If you do narrow Monterey through downtown perhaps the MTA bus can be re-routed from Monterey and 5th(or 4th) to Depot and then rejoin it's normal route at Main.
- "1. make Britton a destination location- fairs, exhibits,egg hunts,dog dress up days concerts.
- 2.fill the stores! High interest and revenue--Apple & medium cost , quality art. And give the animal shelter & Town Cats a permanent or every weekend & evening set-up in a vacant store.
- 3.Ask,EVEN PAY STIPENDS to schools or choir /groups for strolling singers & artists at Christmas, also other times throughout the year, For instance: violinists, saxophonist, ""Jersey Boy"" or rap, street corner trios, mariachis.
- 4. Establish photo opportunities on appropriate occasions with impersonators of Hiram Morgan Hill,Diana Murphy, Lincoln, an Olone Indian, Santa, Uncle Sam etc:they can distribute discounts and announcements of events.
- 5.install 2 or 3 toddler size whimsical statues for kids to enjoy while parents photograph them & talk to others.
- 6. use golf-cart-like transportation for people with disabilities and families hansom cabs or hay rides, from Condit events.



- Have you been anywhere else in Morgan Hill? This is the most walkable, bike friendly. There would be no room for a bus stop if it narrows.. Is the plan to shut down downtown to vehicles? My business runs on customers. It is imperative that cars can drive downtown, see our business and stop and park conveniently.
- "I am not in favor of this project. I think it is a waste of money.
- It is not going to accomplish bringing more bikes downtown or more people out walking/shopping, why would it?
- The traffic is during the hours of 4-6 after that there is not much traffic downtown, and if there is, you want it as you want people to come downtown.
- Bring new business downtown that people want to come downtown for. We have great places to eat, now we need a active movie theater, places to really shop. Check out Willow Glen great example. There are people there walking, eating, and they have two lanes both ways on their main street."
- Not that it rains often, but walking through Saturday when it was raining made me think about covers over the sidewalks. When it is hot outside, people don't want to be in the sun too much.
- Leave it alone! Look around, at other small cities, and then look back at the prosperous energy in Morgan Hill. Folks come here (including us) to be in the olde-timey feeling of days gone by... when being "downtown" meant being in the middle of it all. If you start restricting vehicle traffic, you will push people out - and away. My uncle from Europe was just here and we ate dinner outside at Ladera. He kept commenting on how much "fun" it was to be outside with all the stuff going on around him. When it's a bit chaotic or congested, it just FEELS like "this is the place to be" - and I think you will ruin that with all these changes.
- "Don't shut down Monterey which is a major traffic route. Downtown Morgan hill has wonderful quiet side streets and depot street that could be used for businesses, restaurants, coffee shops.
- Also stop all the high density and low income housing. You are changing the fundamental things that draw people to what use to be a quiet town."
- Not by making M.H. another Gilroy. Don't cut north Monterey off from south Monterey Rd. Main st. will need to be widened an open up Central to compensate for traffic access. This is a bad idea.
- "Providing a bike lane through the Downtown is a poor use of the right-of-way. All vehicles should share the travel lane through the few blocks in





the Downtown where only one lane is provided. In affect this will slow vehicle speeds, which is an objective of the design. Appropriate ""Share the Road"" signage should be installed.

- There are many examples of City's providing bicycle lanes in high activity areas without any significant impacts on bicycle usage.
- The right-of-way from the 2nd travel lane should be used to promote businesses. In other words the eastern design was superior to the western design."
- Remove street parking not a lane of traffic
- "My thoughts:
- Bolstered alternate traffic arteries are nearly mandatory for this to succeed; far too many people rely on Monterey Rd. for commuting.
- Additional parking is also critical to succeed. Although alternate means of transportation sound good on paper and will likely be utilized in some capacity, the reality is that the overwhelming majority will still opt to drive to the downtown area. The assumption here is that the goal is to attract guests from other communities as well as our local population, just as downtown Los Gatos, Livermore, Santa Cruz, etc. currently do. This would infuse the area with bolstered revenue and bring exciting new businesses to the area - all good things. For this to work, however, a parking garage (or equivalent) will be necessary to accommodate these guests. Bonus: extra parking will be great for Mushroom Mardi Gras, Taste, etc.
- Please consider opening up the center island area for small businesses/ cafes/outdoor seating."
- Not that I am against it, but why are you encouraging increased bicycle activity downtown?
- We need more parking instead of more town houses! The increase of housing construction is not being matched with an increase of city infrastructure! Instead, we are contemplating reducing the capacity of a major thoroughfare to accommodate pedestrians who still need to park their cars) and bicyclists? The majority of which are riding their road bikes and are not stopping to eat or shop. The Wolf Pak stops to eat at the same spots, that wont change. I think what would make downtown safer would be additional stop signs. People blow through downtown in between speed bumps at very unsafe speeds. If I were a downtown business owner, I'd want more traffic to pass my business, not divert traffic away from my business.



- I would like you to start thinking about improving Monterey Road from E. Dunne to Tenant. That area looks pretty ugly compared to E. Dunne to the North and it is also downtown.
- Keep the lane
- More parking would be nice. With all the building, we have lost a lot of convenient parking that used to make it easier to get to events such as the Taste of Morgan Hill and the 4th of July celebrations.
- I don't think we should "try" to make something happen. We are a society built on automobiles. America loves its cars. Change isn't always bad and in fact it can be very good. However, my fear is that there's enough of Morgan Hill residents who don't live within walking or biking distance of downtown and they simply won't come down anymore. I'm afraid I might be one of them.
- Leave it alone...
- "One lane traffic will result in most drivers avoiding downtown, completely and increase traffic on adjacent side streets.
- Drivers will be frustrated. A long adjustment period will be needed.
- Sidewalk diners will be much happier. but- The winter season change will reduce sidewalk eating so one lane vs. two lanes measurable results will be nearly impossible to determine.
- Will the future cost be worth it?"
- Better connect it to the rest of Morgan Hill.
- Tell them the value to the whole community of having a real downtown where one can experience other people living in MH and the surrounding area. Maybe have shop owners give a 10% discount (one day of the week) if they have someone come in and shop because they are now actually walking in the downtown..
- Not sure but what happened is not the solution.
- I don't mind the lane reduction since I think traffic has plenty of alternate routes available. The bike corridor would be great, but really the value would be in expanding the sidewalks, pedestrian area, and "placemaking" options to make downtown more of a destination. If the development delivers these instead of just narrowing the traffic lane, then I think the project is a great idea.
- Definitely start with a bicycle lane through downtown!!! In the future, direction signage (directing towards downtown) and safe bicycle access routes towards the downtown - from locations such as - Willow and Santa Theresa road, Watsonville and Monterrey Road and the start of the bicycle



trail (off Cochrane - would make the Morgan Hill Downtown a cycling destination. We only have to look at our neighbors in Los Gatos to see how much positive impact cyclists can have on the downtown businesses. Families could ride bikes down to the farmers market, to the bookstore, to a variety of restaurants, to see a play, to watch our parade and to shop locally owned businesses. BE BRAVE!!! Say YES to a bicycle lane in downtown!!! Sincerely, Jenn ....a 30 year Morgan Hill resident, owner of 2 businesses in Morgan Hill and mother of 2 children raised in Morgan Hill!!!!

- No matter what you do, those stuck in the "old town" Morgan Hill environment are going to complain! They do not want to have a hip and trendy place to hang out at, bottom line. I am totally up for change! We need more venues for music, MH people are huge music fans, as you can tell everytime the local groups play we are all out in full force! LOVE MY TOWN! We need places the 21-60 can hang out and have a good time. I think the bus route should be moved to the back streets by Depot, and more restauirts and shopping along the same. I know downtown residents aren't going to like it, but it's the only place we have to congregae with family and friends. The biggest complaints if you look at the thread on the MH Neighborhood watch site, is Britton drop/off pick-up. They say traffic gets too backed up.
- Increase the number of bike lanes and walking paths leading to downtown. Complete the Hale/DeWitt connection to take traffic away from downtown.
- "The demonstration felt congested and confusing.
- Why not just make all downtown intersections be a 4-way stop? This seems easy and inexpensive.
- There are 2 places that encourage people to be in the middle of the street and trees hide the pedestrian: one is viewing the memorial (while traffic waits to see if the person is continuing to walk) and the other is at 3rd St... the driver needs to watch for the hump (and most almost slow to a stop rather than continuing at 25 mph), then watch for a pedestrian who may just be standing on the corner or camouflaged by the trees or are they going to take a rest and sit on the boxes surrounding the trees in the middle of the street?) Need better visibility.
- When the downtown was revitalized years ago, remember how vocal people were to ""don't make it like Gilroy!""  
Flashing cross walk similar to the one at Tennete-Edmonson, near Starbucks.



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- Keep the bikes off the sidewalks. Enlarge the sidewalks since the restaurants are taking them over making it very difficult to use them while they are serving meals
- We definitely need more parking
- I don't think anything will change. It is already easy to walk and bike downtown safely.
- This downtown is a start, but bicycle safety enhancements far to the north and south on Monterey road would be big to really complete the connection.
- For me, downtown would need to offer me a more affordable shopping and/or dining option. I do not shop downtown because I am not comfortable with the pricing.
- "Create reasons for people to go downtown and then reward alternative modes of transportation. Develop a community park with a covered, circular pavilion and seating for free music or other performances. Bring more unique retail that appeals to or attracts a variety of clientele - used record shop, cool shoes, skate/bike shop, fun kids clothes; create bike areas, establish as route beginning, and restaurants that cater to outdoor activities-delis, juice bars, yummy bakery.
- Morgan Hill needs lounges that provide music and dancing in the evenings."
- Encourage business to expand all through Monterey road. There are many empty spots and buildings that look abandoned on Monterey between tenant and Dunne. Why focus on the 5 blocks through lane reduction. What is the vision for all of Morgan Hill?
- I wouldn't bike in downtown because getting to downtown is not safe. I'm concerned that we keep trying to keep up with other cities in making us look good and feel good about being green. How much cash did we waste on passing the bag ban seeing as how the state did that for/to every one?
- "move bus line to depot.
- make all parking downtown 2 hours max to make employees and Biz owners park at the train station freeing spaces for customers"
- The neighborhood where our rentals are located - East Edmundson and Church, close to the intersection currently has a large group of teen age boys playing football or other sports late afternoon to dark many days/week. This obstructs traffic, is dangerous and teaches the younger kids that it's safe to run across the street without looking. The Centennial Rec Center is 4 blocks away. There are sidewalks and crosswalks all the



way. I'd like to find a way to encourage them to go to the rec center. Maybe there are teams some could join, skate board park, the pool, weight lifting, even the jungle gym for the younger kids. I've suggested it to some of the kids without much luck. Maybe a police officer could tell the kids it's not safe playing on the street?

- Look at the fencing a few eateries have put up instead of taking lanes away from cars and creating a traffic nightmare during commute hours (aka breakfast and dinner hours) and increasing the amount of exhaust people will need to breath in. This plan is a big mistake and short sighted.
- We need more businesses downtown. Things that are afmily friendly. We need foot traffic. Parking is an issue but I hear a garage is coming. We are a family of 5 with 3 boys 10 12 & 14 and we like to eat out often. We have lots of favorites and the widening will be great for outdoor seating that works great with kids.
- Allow the restaurants more space out in front, love the atmosphere of the neighborhood
- We need the parking structure so parking is easy. Then we need more shops and restaurants downtown, and increased outdoor dining/sitting. Need more quick / take-out type restaurants downtown like ice cream, frozen yogurt, pizza by the slice, etc.
- I think instead of just making it one lane, that we increase the parking (like Gilroy). Change is hard, but I really think that making this change will improve the downtown experience.
- Increase parking behind the businesses on Monterey and expand side streets to accommodate flow of traffic if Monterey is narrowed down to two lanes.
- DonÂ't remove any of the current trees. The more shade the better.
- "I keep reading that the goal of the project is to make downtown quieter. That is not going to be achieved by placing 4 lanes of traffic into 2. If anything it will be noiser as drivers become fed up with back ups down Monterey Rd and they honk their horns more.
- You can make the city bike friendly by adding bike lanes to dangerous roads throughout town, not by specifically changing lane configurations to annoy drivers in the downtown corridor.
- People come downtown to eat or shop. By supporting restaurants and retail you'll get foot traffic. I don't see more people coming down there because there is a potential to sit outside at a restaurant. We have several that provide outdoor seating as it is.



- I'd be interested to hear from existing downtown restaurants. Are they planning to expand outdoor dining? How would they plan to utilize the additional area?"
- It already is friendly for walking, bike friendly, etc. Why shut off vehicle access to downtown? I for one will NOT be coming downtown anymore if it is closed down to one lane. We will be taking Peak or Butterfield or the freeway to avoid Morgan Hill. This WILL impact the business downtown. Very bad idea. Just look to your neighbor Gilroy and see the ghost town it has become.
- "Keep the downtown open with 2 lanes in both directions. I believe there is a parking structure in the future on the old drying shed land. That needs to be completed.
- Who's goal is this??? You say it's 'our' goal, but I don't think I was ever asked.
- Your goals might be too lofty. I think Downtown Morgan Hill is good. It will be better when there is more parking, as noted in the first paragraph. Morgan Hill is NOT urban. We are a small town with a distinct character. Let's keep that rather than trying to make Morgan Hill into something it's not.
- Rather than taking away traffic lanes, what about having bikes traverse Depot? Lots less traffic there.
- Lane closure is a BAD IDEA. It will kill the downtown businesses that are already there. If you want to compare Morgan Hill's downtown to another city...look at Gilroy and their ghost town downtown.
- Keep it the way it is!"
- I noticed that because of the bike lane, the sidewalk area on the west side of Monterey was not increased. The walk on the east side was widen (or moved out) so that we walked outside of the eating area at Rosie's at the Beach, and other stores. But on the west side we were walking between the tables at Ladera Grill. That is uncomfortable for walkers and for those eating outside. If it is changed in that way, I believe that the majority of people will walk on the east side of the road and that may effect business on the west side. It may also discourage people from eating outside at Ladera Grill.
- Complete the pathway from Paradise Valley/Watsonville Road neighborhood to the downtown and add lighting. Right now it has too many questionable folks doing questionable things.





- Our downtown is very walkable (we have sidewalks, don't we?) and doesn't need any additional space taken at the cost of creating congestion for the cars that need to drive through town. There are plenty of other roads that the bikers can use. Besides, they don't come to downtown on an evening with their spouse and friends on a bike to go to a restaurant. If you want to make it more walkable and family-oriented, make it cleaner and more pleasing to the eyes. Let's use those wide medians and fully landscape them to create a beautiful environment.
- do you really think you can make all the above happen. If we push all the traffic out who is stopping in town to enjoy our business only bikers and walkers that will not be enough and our downtown will look like Gilroy dead!! Why ruin a good thing. We have much to offer and people will come if they can get there but not if they have to find parking blocks away. We are not nor do we need to be another san Mateo or another upper peninsula city.
- Roads are for cars and not bikes and pedestrians. Just about all of the bikers are recreational bikers and could use any other roads in Morgan Hill. I don't know of anyone that goes to a restaurant with their family and friends on their bikes. We have plenty of sidewalks for pedestrians and if the current traffic laws were enforced, Monterey Road would be very safe for everyone.
- "The place is six blocks long. There is no mass transit, but for the buses and trains which do not come downtown, thank god!
- Why don't we focus on making it possible for something other than a restaurant with ten tables to locate downtown."
- Scratch one lane traffic. Return to two each way. Traffic will be a nightmare. Do better planning. This will not work. Why are so many residential homes being built all at once?
- I was not able to see the downtown demonstration, but in theory, the proposal sounds like it would dramatically improve the downtown area. I hope that this is a change that I will be able to enjoy while I am still young enough. :-) Not 10 or 20 years down the line!
- Better policing of speeders and super loud motorcycles.
- Downtown is already very walkable (we do it all the time) and as bike friendly as a BUSY area can be. Why encourage biking in a shopping/eating district? Make bike paths on trails AWAY from traffic. Making it two lanes is insane and will only hurt the businesses. If it's a pain to get there, I'll go somewhere else. Simple fact. I'm sorry but your idea



- doesn't make sense. There are better things to spend tax payer's money.
- Widen the bike lanes down the side streets coming to downtown but doing this downtown will be a traffic nightmare that people will avoid.
  - More businesses and restaurants along depot street area and maybe a parking lot further out with a free shuttle to the areas with less parking
  - "How about eliminating, and banning all bicycles, all transit busses, all cars, all skateboards [I have been almost run over by skateboard and bicycle riders on the as I cross the street and or walk on the street.
  - and goodness gracious, I have to look both ways before I cross the street, lest I see a car coming...goodness those automobiles are so unfriendly and unhuman and so unfamily-oriented!
  - Then and only way would it be safe and families [who walk in town]"
  - keep it as it is... no need to make any changes.
  - Don't change anything. Keep it as it is.
  - Monterey Road is not the same as the street that was created through Santana Row. Reducing lanes on Monterey Road is comparable to reducing lanes on Stevens Creek Blvd. Encouraging interesting businesses to come to downtown Morgan Hill would encourage residents and guests to spend more time in the area. Our population is growing and the economy has improved. I would prefer having the city encourage retailers to consider locating in downtown Morgan Hill. We have excellent restaurants, we need some excellent retailers.
  - LEAVE IT ALONE!
  - "Reducing the lanes will create a traffic nightmare. Our downtown is surrounded by residential neighborhoods who RELY on Monterey Rd for their commute. People already come to a complete STOP for the speed bumps causing traffic to back up, rather than proceeding at the posted speed. Eliminating one lane will cause that traffic to back up even more, especially during school pick up times at Britton.
  - As a person with mobility issues, I have the hardest time getting around downtown because of the tables and chairs on the sidewalks, NOT because of the cars."
  - whose goal was that? how about just better parking and the rest may take care of itself
  - "My issue with downtown is the lack of family friendly restaurants. To eat out as a family for DINNER at a reasonable price there are very few options. Good Fork...expensive. Leaders Grill...expensive. Odium.....expensive. Rosie has good tacos, but my kids want a burger





and their burgers aren't good. I like Maurizzios food, but it too is expensive for going out with elementary school aged kids. Sinaloa has bad service. The Brewery...well they have had bad service and food since they opened. Not sure why they are still around. Huntington Station is the only one that I would ever take my family of four to downtown.

- Frankly, I think downtown would have benefited from MooYah Burger going in downtown."
- Play area for young children, more stores to shop at and have them open longer hours! So many times I want to shop and the store selection is dismal and open very short hours.
- I say don't mess with what ain't broke! Downtown Morgan Hill is very pleasant just the way it is. It wouldn't have grown so much and become so popular in the past few years if all of these things weren't already true. I have never felt unsafe walking and the noise level is NOTHING compared to other cities. We moved from San Jose where you could barely hear yourself think downtown. Whether you remove a lane or not, outdoor dining will still be noisy no matter what. People should know this and can choose to eat inside or at a side street restaurant if they want to avoid hearing traffic. I also think it is more family-oriented than the majority of cities in the bay. The downtown association has done an awesome job coming up with so many successful downtown events that are great for families and achieve this goal. Closing the downtown streets for these events creates a safe atmosphere and makes sense, but shutting down two lanes isn't going to achieve this all year round.
- I like taking my little girls downtown, but I often feel that the traffic is too dangerous. Reducing the road to one lane would be a great idea.
- I don't feel anything needs to be done. It's absolutely fine just the way it is. There are plenty of roads that really need work in our town that could benefit more than spending money on downtown. Why try and fix what's not broke and waste city money in the process. I have lived in this beautiful town for 52 years. Longer than most of the people who are trying to change it for the benefit of bike riders. Downtown is quaint and pretty just the way it is and I feel it should be left alone now.
- Take away street parking instead of reducing lanes.
- Slow traffic down, but not reduce the lanes.
- Besides the few good restaurants, there are not businesses that attract us to the downtown area.
- IDK



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- "I suggest you re-examine your goal. How did you determine these to be prime goals which our City should pursue (i.e., spend tax dollars to achieve)?
- The downtown is already imminently walkable. It could be made more ""bike-friendly"", but at what cost and for what benefit? Have you determined how many people would likely cycle through downtown (as opposed to cycling to downtown)? Having safe access roads and places to park bikes makes sense, but I don't envision people cycling up and down Monterey for hours at a time. Is it not better policy to encourage cyclists to get downtown, and then walk about?
- What is meant by ""family-oriented""? Is this not determined more by what is downtown (shops, restaurants, etc.) than by whether or not someone cycles to get there? This is a good goal, but narrowing the lanes hardly helps to achieve it.
- Have you fallen prey to the urban planning chic notion that we should all live in apartments and eschew cars? Manhattan yes, Morgan Hill no!"
- "Morgan Hill should also be driver and commuter friendly. Changing downtown into 2 lanes will create a domino effect and not only affect downtown but surrounding neighborhoods and streets. People will try to avoid downtown, which won't have a positive impact on businesses or community involvement.
- Not everyone bikes or lives within walking distance to downtown.
- I don't think a pilot program is necessary. Gilroy clearly shows the issues associated with reducing lanes."
- Local bus service for the residents to go downtown
- "I come to the downtown area now to do business and shop. I WILL NOT come downtown if this goes to one lane. It will be too difficult to get around. It's crowded now as it is. There are some nice shops downtown, but they'll not get my business if this is foisted upon the citizenry.
- You can't have all of these things downtown. Please listen to WE THE PEOPLE and don't push this on everyone. The vocal few are taking over, and now that we have this forum to voice our concerns. Please listen. Not that I think that will happen. You all want to do this...it's been in the works for a long time. It's NOT a good idea.
- I'd like to see an independent citizen committee take a look at all of these surveys and tally the results. Sorry, I just don't trust you to do it fairly."
- "use the center median as a raised gathering area around trees and
- use guard rails to protect the people from bike pats and traffic"



- Downtown parking (such as the proposed garage) and more shopping opportunities would increase pedestrian traffic. If there was more parking available behind the stores, the current parking on Monterey could be used for eating, vendors, etc. Closing one lane each direction will only make traffic north of town worse, which is already unbearable on Fridays. A downtown "tot lot" would also bring more families to downtown. "Campbell
- has one way streets that wrap around their downtown and eases the traffic congestion. Morgan hill needs similar arteries around downtown. We dined outdoors twice during the lane closures. It was wonderful. Traffic and parking were problematic and will continue to be a big issue going forward.
- We live on Llagas. We shop at Safeway and use the Centennial Rec center frequently. The downtown lane closures will have a big, negative effect on cross town traffic.
- That being said, we are in favor of the change. We urge you to consider adding multi-level parking facilities as well as addressing the flow of cross town traffic.
- This is a great idea for downtown, however parking and traffic flow need to be addressed immediately."
- "I am not a cyclist, but support their freedom to use there roadways. Question, are we being too sensitive to their needs and sacrificing those of local businesses. Cyclists will rarely stop to make purchases downtown and will generally not stop to dine in one of the restaurants - they will not be significant contributors to downtown businesses while on their bikes.
- I have heard this from several business owners. The concept seems to benefit mostly the restaurants, and neglect the needs of other businesses.
- I would hate to see angle parking downtown. Reminds me of Gilroy, makes businesses less visible and will cause more traffic congestion.
- Another alternative for cyclists would be to route them to Depot as the ride through town. If they want to stop in town, they are close to access, but not driving a major road change."
- "See above answer to number 7. Your ideas are good, but you must look at cities that have had success with wonderful, friendly, usable, downtowns, and what has worked in these above mentioned towns.
- Yes, they have some big name shops, but that at times is what brings people to the downtown areas mixed in with the smaller, family owned business. Also having areas, shops that parents can shop with their kids,



outside kid friendly areas. Meeting ALL family needs. Both the retired and the young families."

- Need to add fun activities for all ages.
- Fund auxiliary streets to support the traffic.
- Maybe that goal is the problem. I'm afraid that narrowing downtown from 4 lanes to 2 lanes will keep people away from what is becoming a busy and vibrant downtown area. In the 15 years I have lived here, I have watched downtown transform from an abandoned bunch of old buildings, dead as a doornail, into an active, energetic, center where people want to be, to dine, to shop, to attend events. I am fearful that narrowing the road will turn downtown MH back into a ghost town, much like what has happened in Gilroy. My thinking is that when the downtown area transforms, becoming even more of a destination (think Los Gatos), then you can talk about narrowing the road. When it's busy enough, through drivers will naturally gravitate to Butterfield to make faster problems. It just seems like bad business, at this point, to send traffic AWAY from the place you'd like people to go.
- First, if you are taking away a lane in each direction, please add it elsewhere - add the lane to Hwy 101 through MH! Second, there should be more reasons to come downtown - more of a mall environment - stores, food options, music. And don't roll up the sidewalks at 9PM.
- "I am not convinced that this is a good option to bring people into downtown Morgan Hill. I found it awkward and confusing and aesthetically unappealing.
- This seems like a project where money is not going to beautify downtown Morgan Hill.
- Personally, I would spend less time downtown. I would want to avoid the one-lane area. I would use Butterfield or the 101 to get from south Morgan Hill to north Morgan Hill and bypass downtown altogether. I would find other stores to buy from and sadly, they wouldn't be local.
- Maybe this is your goal to get less car traffic going through downtown, but less car traffic also means people avoiding the area due to the one lane idea.
- I find downtown already a walkable and family-oriented place to be and don't agree with this project."
- "Who's goal is it to make these changes? My position is the downtown area is just fine the way it is now. No changes need to be made, and so I am not in favor of changing downtown to be ""the most walkable, bike-



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friendly, urban, family-oriented, and transit oriented neighborhood in Morgan Hill." Thankfully, we don't have the population size where it's truly necessary to make these prospective changes.

- One of the main reasons my family moved to MH in 2007 was to get away from urban growth and everything that comes with that. My family and I want MH to remain a small, quaint, country town. We do not want to see it grow into an urban, transit oriented, highly populated area. If there are people who live here now, that want that kind of environment, they should consider moving to San Jose."
- "I don't know. You are doing a pretty good job. The next thing is to find a way to encourage more interesting shops downtown; a better reason to shop and spend time there.
- Hopefully the "downtown mall" building will get a facelift. Also, hope that El Toro Brewery will start serving good food!"
- With my grandchildren living on the west side of town, any effort to make it safe I approve of. We should find some way to get all our youth to have a reason to come down. Either for some kind of recreation or food.
- Leaving things as they are.
- Let it alone and stop spending my tax dollars on it. There are better ways to spend our hard earned tax dollars. Add on to the library, fix pot holes in roads, expand CRC first.
- I think reducing to one lane through downtown may be beneficial Friday through Sunday. But, i think it would cause greater congestion on parallel street and through downtown during the week.
- Leave it alone. This is a big mistake.
- I seem to only visit downtown to get a good bite to eat. It would be nice if there was more entertainment options in the downtown area. I did see that the movie theater is up and running which will also add the the experience. I can't wait to see what comes of the Morgan Hill downtown!
- "I hope the bike lanes will go all the way to Main and Dunne ,and be separated from the cars.
- I miss a playground area, when we are in Down town to get a ice cream at booksmart we like to hang out some more, but there is not that much for kids to do, after school or in the weekend, or to meet with other moms."
- "I think that the combination of new parking garage, development of the properties that the city has for sale, and the street diet will make the downtown a better place. Without additional parking and development, I am concerned that the street diet may hurt downtown businesses.



- In order to help small businesses during a 6 month trial, the city should find a way to reach out to the community to ask for help. Signage around the city explaining what is happening, and to encourage the community to shop local to help the businesses survive. Otherwise, I believe many small shops will close due to the 6 month trial."
- If we want more a family oriented downtown, we need more things to attract kids. A small play zone? (The water features at the CCC seem too far away and are seasonal). Family oriented restaurants? Sinaloa's, Ladera and the Good Fork are great restaurants but I wouldn't call them kid friendly. Compare that to Red Robin. That is a kid mecca. Rosie's is probably the closest thing.
- Keep it as is.
- "Please do continue this effort to make shoulders and bike lanes more accommodative of bicycles. It's not always a safe-feeling proposition to ride a bike in our area, and I appreciate anything you can do in terms of driver education, cyclist education, and providing wider lanes for cycling. Death and injury in the pursuit of a healthy lifestyle is dissuading to exercise.
- Thank you sincerely."
- I love Morgan Hill. Its fine just the way it is with the exception of building so many new homes. THAT needs to stop.
- I don't see how we can make it more walkable, I am not concerned about it being bikeable, but I am very concerned with the extremely heavy traffic we experienced during the demonstration.
- "Provide an additional alternate bypass route before initiating this plan, i.e. Santa Teresa extension or something similar. The plan is a really nice one, but to put it in place before creating an alternate bypass would be very poor planning, especially with all the new housing being built and even greater traffic that will bring. I commend the intent and the design, but believe it would not be successful without an additional bypass route first.
- This questionnaire seems to focus on bicycling and pedestrians, and doesn't ask about visiting downtown by other means like driving, so I will add that I would be less likely to spend time downtown because of surrounding traffic issues if this plan is put in place without addressing those issues first.
- Thank you."





- More nearby parking and stop moving downtown activities to Community Center. Have downtown Morgan Hill events in DOWNTOWN...not Community Center.
- More TRAILS or PATHS leading to downtown.
- More parking. More development downtown.
- I don't think narrowing the lanes is a good idea. The slowing of traffic would make downtown even more difficult to maneuver and a much more inconvenient place to go. I further think that making driving more inconvenient to give more business space to a select group of restaurants is unfair to both residents and other Morgan Hill business owners.

**10. After learning about this test of the Monterey Road Complete Street Project, would you be in favor of extending it to a 6 month trial? Please explain.**

- Leave the existing downtown alone. Thank you!
  - It's fine how it is find a better way to spend the money
  - Transition from an experimental "wine barrel" test for 6 months and then back to 2 lanes and then to a possible ultimate transition to one lane - will confuse. If going to one lane - do it and be done! Especially for U - turn problems (that I saw)
  - see above
  - "Traffic & congestion was a nightmare..."
  - I wanted to go to my bank but could not even get there. I gave up and am now considering changing banks to avoid the downtown area in the future."
  - It didn't make any sense to me, and the barrels were unsightly. I did not see any advantage at all, as I think our downtown is charming and accessible to all as it is now.
  - Traffic will be worse
  - I think efforts need to be made towards increasing parking and not increasing biker traffic.
  - Bad idea, why waste our time and money?
  - NO- restricting traffic in the proposed manner is ill-conceived, and pragmatically harmful to local businesses and the people that patronize them.
- The amount of traffic on Monterey road was greatly increased due to the
- reduction in lanes. This means sitting in traffic to get to places such as my



- child's school or over to another street to get to the grocery store. This also causes more traffic on other city streets.
- I think it is an expensive exercise for no real benefit to the residents of Morgan Hill.
  - I am not in favor of reducing the number of traffic lanes through downtown Morgan Hill!!!!
  - I didn't see any added benefit. Other than special events like the Bites and Wine Walks, I feel that the pedestrian traffic is very safe and meets the need of our current downtown pedestrian traffic. The lane reduction might be a great temporary solution for those big events, but it doesn't seem needed for the every day. Perhaps if we had more downtown development of businesses like a Los Gatos or a Campbell it would make more sense.
  - We need to make sure we do the right thing ... let's take our time, and assess it fully.
  - NO!
  - I will avoid downtown as much as humanly possible. This will include restaurants and other professional establishments that I frequently go to. I will not want to deal with the added traffic.
  - See my comments above. Look at downtown Los Gatos. I NEVER go there, as much as I would like to, because it's too difficult to get around. People won't go to downtown Morgan Hill just to see what's new. It has to be something they see along the way that exposes them to what downtown has to offer. This is a BAD BAD BAD idea.
  - I think the traffic has been horrible and do not like one lane going each direction. I do not see it to be safer for pedestrians. I would probably not walk around downtown as much and I see that many people feel the same way. I think the businesses will hurt more if you do this. I would probably never drive on Monterey through downtown again and would use the back roads more often. Which I don't think the city is considering as an issue. Keep it the way it is! Don't waste money on this project!
  - Absolutely. It is necessary to test it through different seasons as they encompass different levels of usage. Businesses will have a better span of time over which to gauge how it affects their traffic/customers.
  - Increased traffic
  - The shoe must be worn to see how it fits.
  - See the comment.
  - terrible congestion





- cut bait and run this is a waste of money to study fix other problems in town i didn't know anyone wanting to move to downtown do you ?
- If it isn't broken, don't fix it
- See comment above.
- I believe the traffic issues should be addressed first.
- My husband and I went downtown on Friday night. It was kind of hard for us to see much difference because there was hardly anyone there. We would be able to judge better if there were more people there.
- I think it's a poor use of public funds and will lead to more traffic
- Commute traffic was a mess!
- I'd be a fan of completely shutting all lanes. I'm from Spain and the plaza is the heart and soul of every town. I'd love to see that here in our town where families and friends could gather without any concern of children running around.
- Refer to above comments.
- Hate the one lane idea. Too much gridlock in both directions. Bad idea!
- It is not broken, but you seem determined to break it.
- I think this is absolutely essential to iron out all the hiccups.
- give it a try!
- I came downtown for the trial and tried to keep an open mind. I left feeling that this idea just doesn't fit our town.
- If there are good stores, they will come.
- Too much traffic in downtown and that can reduce the desire for people to come to downtown.
- Just make the improvement. Don't waste the money on the 6 month trial.
- A couple days is not enough to evaluate anything other than an obvious flaw.
- It's always good to test it and get the opposition issues resolved to the best of abilities.
- Drivers need to be aware of how to adjust their driving through the downtown area during this project. Proper signs need to be posted to avoid confusion for drivers. Also, realize that side streets will get more traffic as drivers will be trying to avoid downtown if they are in a hurry. Residents on side streets may not appreciate the increased traffic.
- Absolutely! I support the permanent change too!
- "Monterey highway is already congested and by going to one lane is going to make it worse, especially in the morning"



- Way too long of a trial!
- It's a big inconvenience.
- Monterey Road is a major route through the town of Morgan Hill. With the current 4-lane road, it gets backed up and grid-locked downtown. I drive the downtown section of Monterey Road multiple times a day and would be greatly inconvenienced with
- It was horrendous this past weekend. Terrible!!!
- I'm definitely in favor of one lane in each direction through downtown, and hopefully a longer trial would help other people see how nice it could be.
- I would like to see it permanent. There is NO NEED to have through traffic traveling through the middle of town - they are only in a hurry to get to their destination, so exceed the speed limit (why oh why is there only one speed hump in either direction - adding at least 3 more in both directions would have slowed the traffic down to the correct speed). Making this a mainly pedestrian/bike area will encourage a lot more street socializing.... as a
- rural resident i have to follow bikers all 10 miles home every week day as we are on same schedule. If you also give them the run of downtown the whole extended morgan hill are will be a nightmare
- Set a max of 3 month test and address tge issue of limiting the types of vehicles permitted. Otherwise you may have a najor 1 lane congestion problem and a negative aesthetic issue on your hands.
- I'd avoid downtown because of the unsafe and noisy traffic issues noted above.
- Just do it!
- It needs to be all or nothing, either leave it as two lanes each way or close it to traffic completely to allow pedestrians to walk freely, kiosks or additional stores/dining in the street etc. One lane each way is just a pain for traffic to get through, pedestrians still need to navigate traffic or deal with sitting outside and cars driving past.
- Not really. It seems fine the way it is. To reduce the lanes would not be practical. Say if there was an emergency how would emergency vehicles get through if cars can't pull over safely. Same goes with the bicycle lane. It would mean putting bicyclists' lives at risk just for emergency vehicles to get through.
- As an example I never drive through downtown Gilroy because it's only one lane in each direction. As much as I'd like to go to some of their downtown establishments I stay away because of the traffic slow downs and congestion. Reducing lanes in Morgan Hill will have the same effect



and will result in me "staying away" from the downtown area. It seems to me that fewer lanes will discourage through traffic through downtown.

With less through traffic there will be fewer people to patronize

- Too much traffic. Would make me avoid downtown
- Once you start it it must be completed even if there is a lot of noise at first. There will be complaints so please work through it.
- extend through summer months, too, not just in the winter
- It was not a positive experience. All I wanted to do was avoid downtown during the experiment. Unfortunately I cannot since I live on Del Monte, but it made me not go down to shop at any stores on Saturday because the traffic was too horrible.
- THE TRAFFIC AT MONTEREY & MAIN WAS DISASTER. IT WAS BACKED UP FROM MONTEREY TO HALE WITH THE RIGHT TURN NEXT TO CHASE BANK WAITING FOR SPACE WITH PEOPLE TRYING TO MAKE A U-TURN TO GO BACK SOUTH ON MONTEREY. THE TRAFFIC ON SOUTHBOUND MONTEREY FROM THE BRITTAN SCHOOL TO MAIN WAS TOTALLY BACKED UP. THIS WAS ONE BAD MESS.
- A longer term trial is necessary to make a valid determination
- "Bike lane version.
- Not Sharrows."
- It would get me into downtown more often and start to get cars to go around. I think it will increase business and get people to eat there too.
- There's enough traffic in downtown and eliminating driving lanes will make it worse. I drive through downtown as much as I walk through it.
- See above.
- It depends on when the trial is. If you did it in the winter months you wouldn't get a true representation. Also, we avoid going through downtown Gilroy or shopping/eating there due to the single lane. Takes too long and ideally you still want to pass through downtown to get to the other end.
- I think it will slow traffic through downtown way too much and won't really encourage that much more bike and pedestrian traffic downtown.
- I am not in favor of adding a bike lane down Monterey Road. Redirect cyclists to Depot or Butterfield, and give them plenty of free, safe places to lock up their bikes while they visit downtown. If foot traffic is getting clogged, it is in front of the restaurants that insist on seating too many people outdoors. If you are going to extend the trial, include ped-x crossing lights to get a fair idea of how that could make walking safer downtown.



- Absolutely. two days was not enough to spread the word and give everyone a chance to see for themselves how it works and to acclimate motorists to the change.
- I think it will give a feel of what it will be like for s=citizens to really experience the effects.
- Noway!!! This can't happen!!!
- I
- Didn't like it for this trial, so why would I want to extend it.
- To much traffic as it is. I generally stop to shop as I'm driving when I see something cute in a window or remember a birthday . By going back road I won't stop often.
- Traffic was awful trying to get through downtown. Trying to get from point A to point B was much harder than usual, side streets and alternate routes were backed up as well. It seemed good for the pedestrians, awful for us, the "regulars" just trying to go about our normal day.
- No!
- During the recent two day trial, traffic increased considerably.
- I do not like the one lane road. TRaffic is already an issue on Monterey.
- Traffic was bad Friday night on Monterrey coming in from San Jose.
- Only to get ideas to different timebif the season.
- I visited it this weekend. BAD IDEA.
- No!
- You cannot see all the variables with a 2 day test. Also it takes awhile for us to see how a change would really work.
- Leave Monterey St two lanes in each direction.
- I think that reducing this area in the downtown to one lane is a great idea. Would also encourage more outdorr dining, walking the downtown and bike riding would bring more people to this area.
- The traffic issues have not been addressed and this project should not move ahead until they are! The center of activities should not be on the main thoroughfare.
- More traffic would appear.
- I would be in favor of making it permanent. Please see comment 9.
- inconveniencing thousands of people just for a hand full of people and putting more peoples' lives in danger doesn't make sense.
- going to 1 lane will hurt business. don't do it.



- ABSOLUTELY. Many are complaining bitterly about the 2 day trial. Well, duh, many (especially non-MH residents) were not aware so could not adequately plan for a different route or anything else. I think many deliberately tried to drive through downtown Friday night just to prove it would be a disaster. Having construction all day and then a motorcycle cop sitting at the intersection of Butterfield and Main watching the frustrated folks didn't have a friendly feeling! It needs at least 6 mo trial
- Way to much congestion!
- It's a traffic nightmare, I drive through daily. If you actually live in Morgan hill you would agree that this is not a good idea. I have never had an issue of feeling like I need larger side walks and I go down with 4 kids under 5 and a double stroller.
- I was out of town and unable to attend the event but I feel that a day and a half doesn't provide a realistic sense of how it would work and what the community's response to it is. I would love to see this happen as I think it would beautify downtown, make it a more pleasant place to spend time, and make it safer for bikes and pedestrians. That is only my opinion and to gauge community response and let people acclimate to the idea, it needs a longer trial period.
- I don't think two lanes is necessary in downtown. There isn't much traffic and there will be more space for other things with just one lane.
- The City needs to review the timing of stop lights on Butterfield Blvd. -- it seems the lights on Butterfield do not allow smooth flow of traffic -- lots of stop and go.
- bad idea that a longer test is not needed for.
- it would make restaurant way more attractive to me.
- Traffic was a mess and I couldn't even get out from keystone street through the traffic to get to the turning lane to get to butterfield and was then forced to go through downtown traffic congestion
- I drove on Monterey Road this last week and it was horrible late Friday afternoon. The one lane was backing cars up everywhere and even getting out of Wells Fargo to West Main Street to South Monterey was hard with traffic. Took more time to get to errands.
- Too much traffic already. I can see that it will not be a good idea.
- Do to the ridiculous explosion in housing, we now have an overflow of residents! Theres more cars going through town and this inconsiderate trial on faithful long term community will only cause traffic problems!



- Good idea, let's see if people use it more, if restaurants see more business, if more bikers come through.
- "As stated above, a pilot program is the only way we can truly test the outcome of a safer, calmer traffic environment for our Downtown visitors. I would feel comfortable with a 3-4 month trial.
- I am always trying new things to better a situation. We deserve it. Let's see how we can make our Downtown even better!"
- If you build a parking complex
- I didn't like it at all.
- It's worth taking the time to try it out and pilot it. At least we can say we tried it then!
- I'm very much against the idea and use of funds.
- Our city resources could be better spent on other issues.
- Caused way too much traffic
- It's going to be very congested. We use Monterey to take kids to school & to go to work.
- "I am concerned that this change is being done without the corresponding necessary extension of Hale to Santa Teresa. My concern is that some traffic that would have gone through downtown will now go around downtown via Wright and Peak.
- But we will see."
- "Too disruptive to Morgan Hill residents. It also discourages citizens from going downtown. If people don't travel through Morgan Hill how will there be any knowledge of what is there? What about all the smaller businesses that will have no
- advertisement by people passing by?"
- "As long as the community can vote to make permanent. Traffic on surface streets were impacted significantly. Most streets on west have stop signs so traffic was backed up near main, hale, ect.
- Assess impact to other areas lg town not just butterflies"
- It's important to see how people adjust on a long term basis not just for 2 days.
- See above comment.
- Reducing Monterey to single lanes shouldn't be done until the extension of Hale/Santa Teresa is completed.
- Definitely do a 6 mo trial. Push for traffic flow changes and make Downtown Morgan Hill more family and pedestrian friendly.



- I would rather see more work to extend the Downtown area south of Dunn ave. and North of Main. rather than bottle neck the existing downtown more and cut off surrounding bussnises by diverting traffic away from the congestion. Plus the loss of needed parking. Bad Idea!
- Not until the lack of downtown parking is taken care of. I'd hate to see the few businesses that are there now fail because people avoid downtown and don't know about them.
- If you want to encourage people to visit downtown, you need to allocate a large amount of land for free parking. Make it easy for people to drive, park and walk in. Otherwise, people will go to Walmart instead
- If there is only one lane, the more traffic to be able to get home or get around downtown. Friday the cars were backed up all the way past Cochrane. Doing this does not only affect downtown but in general getting around the west side of Morgan Hill.
- NOT AT ALL
- Too much traffic with cars being funneled into one lane
- If you must! This is how I feel about it, the City will go ahead anyway.
- Need to encourage motorists to get used to using alternate routes so that we can make the single lane through downtown permanent.
- I didn't see many people using the new seating areas in the blocked off section on the streets. As no wine or beer/cocktails are allowed out there ..not sure how much that area will be used. (I was in downtown for dinner Saturday evening.)
- Santana Row works very well with one lane each side. European cities are great with no cars. Many people cannot drive or do not have cars. People do not want to eat out with cars speeding by. I drive past downtown many times a week... no problem finding alternate ways to Central HS. Target, PA walsh, library , Westmont assistive living.
- Every customer on Friday and Saturday complained about the traffic, the fact they could not do u-turns to get to my shop, The volunteers not using the crosswalks at the right time (just walking when they chose instead of waiting for the light, or just walking across Monterey in front of their cars).
- No a waste of time and money!
- Monterey Highway is a highly used thoroughfare. Although this weekend was quiet (due to rain and off season) the traffic will be greatly affected through other areas of the community so it does not diminish risk it just disperses to a new area. Not good to me as a homeowner near the area when it was not part of a clause I was ever given upon the purchase of my





home.

- Absolutely not
- The traffic was pretty heavy when I went downtown on Friday night. I worry that without a proper parallel corridor, that the traffic will just become abysmal.
- YES! It will give everyone a better chance to evaluate in person. Further, it would seem that the idea has been met with a great deal of opposition from some rather vocal people - an extended test will give everyone an opportunity to get used to the approach. If properly executed, a reworked downtown would be a major step forward for our city, and a draw for younger buyers that are looking for a vibrant community in which to settle down.
- Traffic being diverted to other areas is going to be much worse, especially with increased traffic from new residential construction. South county traffic is going to end up as bad as the Bay Area. Is there any plan to streamline Butterfield with overpasses at intersections of Dunne and/or Tennant?
- I honestly haven't decided.
- Downtown life is seasonal. The Fall/Winter season would have different affects vs. Spring/Summer.
- Keep the lane
- Seems like we should be saving money, not spending it right now.
- I don't think traffic, noise, narrow sidewalks are the problem with downtown. I think it's the nature of Morgan Hill being a bedroom community, nights and weekends are the only time people have to come down there. Most the shops are closed on Sundays, too, which is when I might have time to go down there.
- I have to admit, I didn't make it down there this past weekend. However, I heard enough horror stories coming from just one weekend.
- Leave it alone...
- This is a hard project because on the one hand I appreciate a pedestrian friendly downtown, but on the other hand, traffic was awful this weekend and it makes it very difficult to even go to downtown Morgan Hill.
- I am concerned that the change to one lane in each direction will cause less people traveling through the downtown area and will end up hurting the businesses there. I am happy to see that there will be a trial to see how it does effect the businesses.





- When I look at thriving four lane downtowns like along Lincoln Ave in Willow Glen plus the lack of good north south alternatives on the west side of Morgan Hill it is hard for me to see how this is going to be a net positive for the area.
- For sure for sure. Was walking dogs Sunday night after all had been taken down and it was back to all the speeding car zooming thru town.
- I am not a fan of this idea too much traffic to narrow to one lane
- Yes, but unless the trial also demonstrated the potential benefits (more sidewalk dining, placemaking, etc), then I don't think it would be a balanced view of the tradeoff for the traffic disruption (which I expect to be minor once people adjust).
- A trial would allow more residents (and others) to experience the positive benefits of a bike lane in our downtown.
- I think less driving through town would hurt the businesses. Not everyone wants to walk around to see what's there. People notice the shops, etc. when driving by - lowering the speed limit would help.
- Yes, so people can get use to it.
- I recommend 1 month or no more than 3 month trial.
- "I would certainly rather see a trial period than to go to all the huge expense to complete the project and find it doesn't work well.
- This questionnaire does not encourage or even suggest input from the point of view of automobile drivers.
- As a life-long resident in a neighborhood slightly north of downtown, I have seen many changes and appreciate the opportunities given for community input."
- Absolutely! Who would not be in favor of a pedestrian friendly, business friendly, safer downtown!
- It would create too much havoc for the locals and a tremendous confusion for those shopping or trying to pass through.
- Any thing to get the out of towners off of monterey (all the speeding in bothe the AM and PM commutes). Eating on the sidewalks is not very pleasant with the noise and exhaust
- I thought the one lane road was annoying. In addition, I am concerned about the impact the lane reduction will have on everyone who uses Britton.
- if there is an emergency such as an earthquake or 101 closed for chemical spill it will be gridlocked. It's gridlocked many days now. It should not be about the eateries downtown. Happy hour and traffic is not worth the



change vi will come downtown less. City is giving a few restaurants downtown too much power.

- Businesses, parks, bike facilities, events not in place to serve an adequate number of people on a regular, ongoing basis in the downtown to warrant the change at this time.
- Waste of money.
- It was more attractive and it would be more conducive to dining outdoors
- I could only imagine supporting this if there was a balance of when it was reduced. It makes sense to expand the walking and biking areas during the more pedestrian hours. Commute time, including when school lets out, is not that and at those times it makes more sense to have the two lanes. Is it practical to vary the times when there are 4 and 2 lanes? Perhaps we are jumping ahead of ourselves and need to get Santa Theresa done first?
- Causes a bottleneck downtown.
- It is the only way we can study the effects.
- It sounds like it will make my use of downtown more difficult.
- A bad idea that has not been thought through. You need to figure out how to divert traffic away from downtown before you can even consider this type of project and Butterfield is not the answer, unless you put on/off ramps at 101 & Main first. Then you need to connect Walnut or Serene through to Dunne. Consider aesthetics to draw people downtown and work with COC to bring in businesses to complement your actions.
- I think this is great. You can get around by going to Hale, Depot or Butterfield if you don't want to travel downtown
- I think a longer trial is needed. The people that complained about traffic during the test have to realize that there were more people than usual downtown as everyone wanted to see what it looked like, and had a short time period to do that. A longer trial will provide a better feel for the results, and I believe will prove to be a great idea that will be implemented following the trial.
- Honestly I don't think we need a test, but I understand why you want to do the test. I personally think we should just go with it. Most of the incoming traffic will route to Butterfield (for trucks especially).
- I avoided downtown the weekend of the project because I knew it would be crowded. On Friday, by the time schools let out, around 3:30, traffic was already backed up past Main Street. And that caused other streets (like Butterfield) to have increased traffic. Narrowing Monterey would not draw me downtown more often.



- I saw the back up on Friday night. Like it or not Monterey Rd. is a thoroughfare for commuters from the north side to south side. Butterfield is a solution for some but not many. If there were alternative streets directly parallel to Monterey this would make sense (see Campbell and Los Gatos) but there is no reasonable alternative today. Imagine you live on Lacrosse and need to pick up your child at Sobrato. Why on earth would you use Butterfield or Santa Teresa?
- You will alienate people traveling through Morgan Hill. It is already a nightmare commuting with 2 lanes, take one away and it will be unbearable. The amount of potential pedestrians and bicyclists you are trying to attract will not bring in the business you are losing by the traffic avoiding downtown.
- I drove and walked through during the test. It was crazy with people trying to find parking, making U-turns at 2nd street and almost hitting other vehicles. Bike lane incorporated into the traffic lane? LUDICROUS! Morgan Hill is NOT Los Gatos. Stop trying to make us something we're not. If you're trying to kill Downtown Morgan Hill...this plan of YOURS will do it!
- If it is to be considered there must be a longer trial.
- Ultimately yes, but there are too many issues that need to be addressed along with the project e.g. parking, safe walking/cycling access, etc. A 6-month trial will not address any of the outstanding issues.  
It's waste of our tax dollars. I like to see we use the money and beautify
- our downtown and not take a lane. My gas tax goes toward creating and maintaining the roads including Monterey Road. When the bikers started paying gas tax and registration fees for their bikes, then they could have a vote in this.
- there was not any notice that I saw to allow me a chance to go to town that weekend what about something in our water bill or waste bills hanging a couple of signs up is not enough notice. How many people came by what percentage of users used the reconfigured streets.
- Please don't use my tax money on a problem that doesn't exist.
- ABSOLUTELY NOT. I will take my business elsewhere.!!
- Although I did not get a chance to see the demonstration, I think it is a great idea to make a better downtown experience and create more business opportunities for small business, which will increase the tax revenue of the city which can then go to building more schools, improve traffic other places, etc.



- I feel it should be something permanent, although it will be difficult for some until Hale goes through (whenever that is).
- It's an absurd idea. Keep it four lanes.
- Please don't sounds like a nightmare no matter how long you do it.
- There is nowhere for teaffic to go except the already congested streets of butterfield and main and hale. Businesses will lose drive by "hey lets stop at that restaurant" traffic also
- Traffic downtown is already bad enough... narrowing it to a choke point of one lane would deter me 100% from going downtown.
- Bogging down traffic and reducing parking doesn't seem like a viable solution. There are other options that can be considered. Wider, empty sidewalks isn't a goal that I support.
- 259 South N st
- The two day test was a NIGHTMARE during school drop off and pick up times!!! People STOP at the speedbumps instead of proceeding at the posted speed....traffic backed up southbound in to the intersection of Monterey and 2nd street!!
- not a good idea
- Horrible car traffic. Not worth the cost. I know MH feels the need to stay "small town" but without a chain store of some kind downtown, people just go elsewhere. Changing the lanes isn't going to change anything about pedestrian traffic.
- My only concern is Friday evening commute traffic. It is already heavy on monterey and Butterfield.
- I really think the negatives outweigh the benefits. From what I can tell from experiencing the traffic on the 24th, there aren't enough alternate routes for this to work well and reduce the amount of traffic that goes through downtown.
- I drove through downtown during that weekend and it was so congested it took me three times as long to get from one end to the other. People want to go downtown but they don't want to have issues getting there. Let the bicyclists ride on other streets!
- During the pilot, my family & I ate dinner outside of Mr Falafel. Because it was reduced to one lane, it caused a lot of traffic and we could hear the drivers in the cars that were stuck near us very upset at the delay. We would have preferred two lanes with slow moving traffic rather than sitting near a traffic jam and people with tempers flared. One passenger asked if he could have a bite of my meal... The lane reduction made our trip to



downtown less enjoyable. We packed our food to-go & left

- I didn't feel like all businesses benefited from the changes. Only a select few. I would want all the businesses to benefit equally.
- With one lane downtown will cause more congestion every where else, especially during morning and afternoon traffic. I understand you want to make downtown bike friendly but think about it are there bike riders in the mornings with morning traffic? And I rarely see bike riders during the afternoon traffic. So are you trying to make this about making downtown Morgan hill more lavish and blame it on the bike riders? Or are you thinking about the Comuters that live in Morgan hill, San Martin..?
- As above, this is not a good idea. Nothing that gets started like this EVER goes back. Isn't there something that says something like nothing is so permanent as a trial period? I have to agree. I'd like to see a poll that says the MAJORITY of people in Morgan Hill want this. All the feedback I'm getting is that you are ramming this down the throats of the citizens, whether we like it or not.
- I would establish semi permanent parklets and seating to establish and look and feel of the goal wanted to acheive
- Butterfield is ridiculous to travel down and Monterey Road works better to get to shops on both ends of town
- I love the concept, but the traffic congestion in north Morgan Hill is already unbearable at night. I live north of downtown and traffic on Fridays is already so bad that I avoid going anywhere other than due east anytime after 3pm on a Friday and then I cannot get home without siting in traffic until after 7pm (I live west of Hale Ave). If and when Hale is extended, the congestion may not be so bad, but until then, reducing traffic volume through downtown will only result in more problems.
- "A trial is the only way for the community to experience how it will affect the area and related businesses.
- Timing is a little off, the winter months are not a time to see how outside dining will impact the decision."
- "I think it is a huge mistake. There will be way to much traffic (there already is) and to move to 1 line is crazy! I don't think that little strip to add foot/bike traffic is worth the headache of getting downtown.
- I am not in favor at all."
- I strongly think it is a mistake. Why not consider just doing it one weekend a month? The traffic impact is enormous! I also see no business benefit. I hope the city is listening!



- depends on if you are willing to try a couple of different options. Find that perfect fit through trial and error. because it is SUCH a passway for people and if you do narrow the street you might be actually forcing people who need to get through MH to take Butterfield and away from Monterey through town. I know this has already been a problem for our family.
- I think this is a terrible idea. It's about as brilliant as the 3rd St Promenade and I find that to be less than successful. I think this is going to be a nightmare and less people will want to go downtown b/c the traffic will be too congested with less lanes. Butterfield is already a nightmare. Adding more cars each day will be horrendous. Leave downtown as is.
- See answer above.
- Like I said, I participated in the test and found it to be a very confusing, awkward, and aesthetically unpleasing project.
- Refer to my answer for #9.
- It takes a while for people to use it and see what it will really be like. People don't come to town everyday so more people would see it and be able to comment on it.
- Yes. Re-routing commercial traffic, just passing through traffic, commuter traffic, and local will take some getting use to. The benefits will prove themselves (or not). We've lived here long enough to have gone through this before. People want to live here for good reasons. Having a quaint, friendly, "we're different in a good way" community is one of them.
- It was horrible. The traffic was backed up and there was a lot of very angry people. I see people being frustrated and impatient. This could lead to more accidents. You need to figure out where the traffic is suppose to go. If you take lanes away, then you need to add them somewhere else.
- Absolutely not, we need the two lane each way for safety flow of traffic in case of emergencies and for reasonable speed of traffic as an alternative to get from one end of town to the other. It will resemble the mess in downtown Gilroy.
- No, Traffic on Friday afternoon was backed up past Britton Middle School. This is a very bad idea. I had to go through a residential neighborhood to get around this backup. Is that what you want?
- It is hard to get a good grasp of how it is affecting the community in 2 days. The 6 month trial will allow everyone to create new habits both walking, biking, and driving near the downtown area.



- That would be great, people can get used to the idea of a quiet down town and will not go back to the old one.
- But as I mentioned above, the city needs to do something to help the businesses, or they will not survive.
- People generally resist change. This is no different. If we feel that this might improve our downtown experience, I say we should try it.
- Love the plan. The detractors are just uncomfortable with change, and not familiar with many cities that have a thriving downtown due to the careful thought and planning such as this.
- Increased backup of traffic
- It would show how well the program would work.
- No comment
- Did you see how bad traffic was? Do we need to experience that again?
- Please see comment above in question 9.
- The pluses and minuses would be more accurately defined.
- sure, let's try it!
- I'm worried this proposal will kill the downtown like Gilroy.
- Don't like it.



# Expanded Pedestrian Side- Feedback Wall

## I like this because...

- Makes for a great dining experience
  - Less car noise
  - Larger area to walk
  - Feel safer!
- Love it!
- I love this! Commuters find alternate route!
- I like it! Maria
- Love it!
- Love live music. Keep it going!
- It draws more Attention to downtown MH and helps drive traffic to our local stores  
-thus keeping them in business
- It will slow down traffic thus the school comments is not relevant
- Make it each weekend, if not all year long.
- Do like that it increases small town feel and is more bike friendly. But you will have to institute a better and more effective stop light system.
- It would be good so we can ride or bike downtown. -Gabriel, Age 5 yrs.
- Children can safely walk and bike to school.
- Butterfield for traffic. Downtown for Downtown!
- Would definitely come downtown more often! So much more relaxing
- I can ride my bike without having the idea that I'm going to hit a car! The bike lane should go down Monterey further!!!
- Need more time- Give this a shot and see how it goes... especially after the parking deck goes up.
- Finally this is so Morgan Hill, more bike lanes, more bikers! So safe! My daughter love going safe to Sobrato High School with bumping into cars.
- Commute traffic doesn't belong downtown. If downtown is a destination, traffic isn't a problem.
- It's great that people can slow down and see the wonderful shops and restaurants M.H. has
- I like more walking space now. -Avery
- No sharrows car trapped behind me not way for bike to pull over. Bike Lane Great!
- I like the one-lane road but the curved edges on the ends of the road prevent the bike lanes from being closer to the side walk. Please added more speed bumps and encourage more businesses along side streets.
- Love the bike lane. Great for Kids! One lane will discourage loud semi-trucks from coming through our streets to bypass the 101 weigh station.



## Expanded Pedestrian Side- Feedback Wall

- This has been awesome! Cyclists can safely cycle! Traffic is slow! (love it) I miss Pennington! As he helped to make downtown safer!! Bow!!
- Increases walkability
- Geez all this personnel in tern acting & still plenty of parking spaces. -Rex
- Move on Morgan Hill! Remove the ugly dirt strip in the middle. Then address single lane and bike lane option. Trees can be moved.
- Close from Dunne to Main to vehicular (motorized) keep for peds and bikes.
- Try it- give new idea time-try reducing speed limit to 15 MPH
- Downtown is special. Less traffic
- It improves the ambiance. Opens up the pleasure of walking and shoping. Oh and dining.
- Get rid of smelly speeding cars-huge cross walks like Los Gatos
- Love the small town feeling. Love down town - Kathy Krause
- This decreases the risk of cars passing one another while pedestrians are in crosswalk
- Dining Friendly! Pedestrian Friendly! Everything is Better!
- If there is Taste of Morgan Hill then we have more space to walk so it is not as crowded!
- Love this It Makes this so much better to enjoy without the cars. Love bike lanes
- 
- I can ride my bike around to get to my favorite places downtown.
- We don't need after work rush hour traffic downtown.
- Bike Picture- Sara(7) Bakker
- By: Teacher, Parent &Biker- I like the bike lane because we have schools that kids bike to
- I feel like I can ride my bike safely through downtown.
- Picture-Giana (5)
- It promotes bicycles and attracts tourist on bicycles. This design puts bicycles in style- Joseph Carrillo
- Expanded Café space and communal feel
- It is safer to have it as one lane because the windows on the good fork stick out sit it would be safer to expand it. Bikes can go through with interrupting dinners. And really alot of space to walk your dog too. -Leah Grifall age 9
- I have many friends that go to britton and are scared of getting hit on their way to school. If anything tis makes the road safer.
- Bike Stop killing the earth-Joaquin age 12
- This is great for more relaxed dining in town, promotes exercised and regulates traffic noise. Slow down and share the road.
- Its beautiful!

## Expanded Pedestrian Side- Feedback Wall

- Love idea of six month trial.
- Bigger bike lanes! -Steve Woodson
- Watching cars go by slower
- This makes the downtown avoa so much more family friendly
- More space to walk without interrupting diners
- Make this a combination bike and pedestrian. Ample Bike lanes allows families
- If there's oen place in town that's gonna be safe and inviting for walkers it needs to be downtown.
- It "rocks"
  - Less Noise
  - More enjoyable
  - Brings me downtown "feel good" (better)
  - Not thur Trucks or Motorcycles
  - Use multimillion \$ by pass Butterfield & fly over.
- It would be nice! I enjoy taking walks with my baby in her stroller and dog with my kids being able to ride scooters or bike along with me. We like to walk to the Farmers Market. Lea Lopez, 30, Mom of 3
- Love it!! Safer. Better Dining. Less Noise. Enjoyable shopping. Family and Pet friendly. Business will improve.
- It makes downtown a destination! A great place for families, bikers, cafes... A great place to be!

## I don't like this because...

- What about our fire trucks/police
- The buffer between cars and people seems unsafe.
- Potential impacts to traffic at rush hour
- Not a fan. Traffic flow to slow. I do not think the benefits of having more pedestrian walkways is worth the traffic problems!!!
- No- It makes no since- Bad for business. Very slow for traffic. Not a good idea - Morgan Hill
- Unfortunately Sobrato High School has exactly one entrance/exit off Monterey. Can some please address that? If there is an emergency and students need to evacuate can you imagine the chaos?
- Parallel Parking is dangerous for bikes.
- How is this supposed to work for those of us who drop off Britton students? Did you forget 700+ students attend a school on Monterey Rd! Unrealistic to make us drive completely out of way to take our kids to school. All so, 4 restaurants can have more space?

## Expanded Pedestrian Side- Feedback Wall

- This isn't Lost Gatos. We have a school on Monterey Rd. Did you forget?
- You have TWO schools located on Monterey Rd. 700 @ Britton and 1,500 @ Sobrato we have to get our kids to school. Do you have plans for the backed up traffic like today
- Concerned about congestion- traffic will pull people away from Downtown and Businesses will lose out on impromptu downtown visitors. Not enough to warrant destination.
- The congestion this will cause will be a deterrent from coming to the DT. Area... This will not increase revenue or business. I say NO. -A business Owner
- I don't really like this. Too many people need to drive down here! Especially so if we want to keep getting tourism to this awesome town! -Marc R. (MH Resident)
- This is not going to work!! You cannot have a one lane road with you have a middle school on the same main Street. This morning Sucked kids were late to school so much traffic back up all the way to Dunn. Please don't do this.
- I do not think it was thought thoroughly thru. What about UPS and FEDEX deliveries to businesses? Parking?
- Can someone please sign my kids tardy slip because I don't think we will be able to get there on time. Thank you.
- Honestly-Getting here for dinner tonight was pretty bad. We sat at one light for 15 min waiting to get through. That's pretty bad for local businesses and deters people from downtown MH.
- Maybe if you finished Butterfield and make it go all the way to Sobrato. That would help the horrible traffic! I agree with this!!

# Buffered Bike Lane Side- Feedback Wall

## I like this because...

- Breathe easier when eating outside. Better for restaurants.
- I like it more
- Great Start. Safer for bicyclists and pedestrians
- Take traffic out of downtown. Paved walking area with expanded restaurant experience. Differt to Butterfield as long as there is alternative parking.
- I like this idea because you can commute to places without using much gas... It's more pedestrian friendly, even though traffic will increase, people can hang out more by merely walking across the street. - Tegan Grade the fourth
- I like this because we will be able to enjoy outdoor dining at our favorite restaurants.
- I like this because bikers and walkers deserve their space too.-Annamarie Messina
- I like the safer feel of downtown!
- I like this because it will make outdoor dining more pleasant; less noise and less "car smell."
- Safer to walk downtown!
- I like to be able to dine outside without noisy cars & trucks... But Butterfield has to go all the way to Sobrato!!! Hello-Hola...
- 3 Feet!! Ride 4 Life. Love this!-Specialized- No worry aobut cars opening doors on cyclist! Was great! Thank you for the opportunity! - L Fortunia
- Sample: It's a lot quieter than before!
- I like this because I was almost hit by a (speeding) car as I was walking across the crosswalk right there. - E. Davis
- Like bike lane with more space for merchants. Eliminate parking.
- We like it- encourages more outdoor dining and family environment.
- We love it! More bike and pedestrians, fewer loud, smelly cars!
- I like it
- Coming from a small town that has done this already (Louisville, co) it has made the downtown a amazing place to spend time with family, friends or yourself. It has also been rated best place to live for the last few years. I welcome the change.
- I like it (one lane) because it adds more "class" to the downtown
- I think the idea is good. Biking reduces the risk of obesety and heart attack. Besides if you wanted to drive you can. Its just reduceing lane size. -Tyler grade 6
- Quieter safer to ride my bike more appealing to sit outside

## Buffered Bike Lane Side- Feedback Wall

- I like how cars are going slower. I like that there is a bike lane. Let's make it a smoke free zone!
- More pedestrians are better! Less cars are better! The downtown is about getting out and walking - it's a form of entertainment in itself!  
Downtowns are mostly about entertainment.
- Sample: I feel much safer crossing the street.
- Feel safer, quieter like the bike lane! Will come downtown and walk more!
- Love it, keep traffic out.
- We need an anchor well known/respected modern restaurant like Aqui, Pizza My Heart

## I don't like this because...

- Less traffic will cause less business for local biz's. Yes!!!
- Bike lane Not sustainable
- Dislike: Too hard to get through town not enough exposure for business if traffic is diverted.
- Who ever made this decesion is an idiot! Messing up all these parking for downtown business.
- Remove all on street parking
- Decrease business for retail due to less parking!!! Just another stupid decision for MH.
- Please select another street. I don't want that to be in down town Morgan Hill.
- Nothing say welcome to Downtown better than more inconvenience and less parking
- Dislike: Not enough business downtown. Please select another street.
- Bicyclists need to also be aware of people- cars and how fast they cruz down town!
- Bad for business you won't be able to see what the great businesses are doing if most of the traffic goes away will cost too much.
- More cars at idle means more pollutants in area!
- No bike lane that big -Samantha Avilla
- My personal thought, it will be less convenient for drivers. Also, if drivers have to cross the bike lane to park, there's no difference except that the cyclist may have a false sense of security.
- We need more parking not less!!! If we need bike lanes Depot St., is a much better option!

## Buffered Bike Lane Side- Feedback Wall

- Hate it- Marie Maxwell
- I do not like this because the commute will be much more hectic, long & annoying @times. -Annamarie M
- This is totally stupid. Morgan Hill City Counsel needs to get a life. Stop running our downtown.
- After spending 2 hrs in willow Glen on Sat AM I can say it is the anchor stores which drive the foot traffic NOT the width of the sidewalk. I don't like the increased congestion caused by the lane closure. If the anchor stores/restaurants aren't here "they" ie foot traffic wont come!
- This is a costly and BAD idea. Don't create congestion to benefit a few bikers. BAD, BAD, BAD
- Waste of money leave it alone. Fix the intersection on Third Streets Bad material.
- How will the parades fit in?
- Sample: It slows down traffic too much.
- 5 Story Pkg garage??
- I don't like the idea because it has been tried in many other cities and does nto accomplish the goals intended.
- I dislike it because it has delayed by school commute and has delayed coming home as well...
- Do not remove all free street parking
- Don't like it! Will conjest traffic. Take away convenient parking spaces. We already have limited parking spaces. Will take away business due to inconvenience!
- Downtown development seems out of keeping w/lower end housing/permitting that is going on.